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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 69 MARCH, 1960

Published first Thursday of the month

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PAY INCREASES BRING SERVICES IN LINE WITH CIVILIANS

Officers Get More on Retirement

RISES COMMENCE APRIL 1

THE pay rises for the Services announced on February 10 have, in the main, been well received in the Royal Navy. The recent increases are the result of the first bi-annual reviews which were recommended by the Grigg Report.

The White Paper announcing the changes also brought in a new officers' retired pay code which will replace the 1956 pay code and will be applied to all officers who retire on or after February 1. The current pension code for ratings was introduced in February, 1959, and no alteration to that code has been made.

The gratuities payable to ratings who leave the Service with at least 12 years' qualifying service have, however, been increased.

The rates of pay of the Women's Royal Naval Service have also been increased to maintain the existing ratio of approximately 85 per cent. of equivalent men's rate.

The increases range from £73 per year for a lieutenant to £730 per year for an admiral of the fleet. Increases for ratings range between 7s. and 14s. a week and to encourage recruitment trade allowances are being introduced which will give increases of up to 35s. a week.

EXAMPLES OF THE NEW RATES

Rate C is the lowest qualification, Rate A the highest.

New Weekly Rates, Basic Pay*

	RATE C			RATE B			
	7-yr.	9-yr.		7-yr.	9-yr.		
	Rate	Rate		Rate	Rate		
	s	d		s	d		
Ldg. Rating, Cpl. R.M.	157	6	182	0			
Petty Offr., Sgt. R.M.	199	6	224	0			
Chief Petty Offr.,							
Colour Sgt. R.M.	227	6	252	0			

	RATE B			RATE A			
	7-yr.	9-yr.		7-yr.	9-yr.		
	Rate	Rate		Rate	Rate		
	s	d		s	d		
Ldg. Rating, Cpl. R.M.	162	9	187	3			
Petty Offr., Sgt. R.M.	206	6	231	0			
Chief Petty Offr.,							
Colour Sgt. R.M.	234	6	259	0			

	RATE A			RATE A			
	7-yr.	9-yr.		7-yr.	9-yr.		
	Rate	Rate		Rate	Rate		
	s	d		s	d		
Ldg. Rating, Cpl. R.M.	168	0	192	6			
Petty Offr., Sgt. R.M.	213	6	238	0			
Chief Petty Offr.,							
Colour Sgt. R.M.	241	6	266	0			

	RATE A			RATE A			
	7-yr.	9-yr.		7-yr.	9-yr.		
	Rate	Rate		Rate	Rate		
	s	d		s	d		
Artificer 3rd Cl. (Ldg. Rate)	157	6	182	0			
Artificer 2nd Cl. (Petty Officer)	227	6	252	0			
Artificer 1st Cl. (Chief Petty Officer)	245	0	269	6			
Chief Artificer (Chief Petty Officer)	297	6	322	0			

* Trade and charge pay are included where applicable.

The new rates of annual basic pay of regular officers will be:

Cadet	£ 228
Midshipman, Dartmouth	292
Midshipman, Ships of Fleet	419
Acting Sub-Lieut., equivalent rank R.M.	511
Sub-Lieut., equivalent rank R.M.	584
Lieut., equivalent rank R.M.	693
After 12 years in the rank	1,058
Lt.-Cdr., equivalent rank R.M.	1,186
After 12 years in rank	1,533
Cdr., equivalent rank R.M.	1,697
After 8 years in rank	1,916
Capt., equivalent rank R.M.	2,117
After 8 years in rank	2,518
Rear-Adml.	3,285
Vice-Adml.	4,124
Adml.	5,037
Adml. of the Fleet	5,949

Special Duties List Officers	
	Annual £
Sub-Lieut., equivalent rank R.M.	803- 958

H.M.S. LYNX



H.M.S. Lynx recommissioned on February 16. (See story on page 9)

Lady Carrington to 'Launch' New Dock WILL BE USED BY DREADNOUGHT

LADY Carrington, the wife of the First Lord of the Admiralty, is to perform the ceremony which will start the flooding-up and "launching" of the Royal Navy's latest floating dock at H.M. Dockyard, Portsmouth, on March 31.

The dock was laid down in January last year and will be used in the fitting out of H.M.S. Dreadnought, the first British nuclear submarine, which is being built at Barrow-in-Furness. "Admiralty Floating Dock 59" is big enough to accommodate destroyers and frigates and will be fully equipped to carry out the routine maintenance and repairs of ships docked in it. It will also provide accommodation and facilities for the dock crew and crews of ships or submarines in dock.

890 SQUADRON

COMMANDED by Lieut.-Cdr. W. R. Hart, A.F.C., R.N., and to be embarked in due course in H.M.S. Hermes, 890 Sea Vixen Squadron commissioned on February 1 at R.N. Air Station, Yeovilton.

H.M.S. DAMPIER RECOMMISSIONED

H.M. Survey Ship Dampier (Cdr. H.D. W. Haslam, R.N.), recommissioned by air in Singapore on January 1. The ship's company was accommodated in R.N. Air Station, Simbang, while the ship was refitting. H.M.S. Dampier is the first of four similar survey ships to have been fitted with improved accommodation, which includes cafeteria messing and bunks in all mess decks.

Seven major surveys and several smaller ones have been carried out in the last 18 months, mainly in Malayan and Sarawak waters; many new shoals have been discovered and tidal observations made. During this period the ship's boats have spent over 5,300 hours surveying away from the ship.

H.M.S. Ceylon handed over to Peru

MADAME de Rivera Schreiber, wife of the Peruvian Ambassador to Great Britain, His Excellency Don Ricardo de Rivera Schreiber, unveiled the name Coronel Bolognesi, and the cruiser Ceylon disappeared from among the List of Her Majesty's Ships and Vessels.

The cruiser, completed in 1943, has been bought for the Peruvian Navy, and was formally transferred on February 9 at a short ceremony in Portsmouth dockyard.

Admiral Sir Manley Power, Commander-in-Chief, Portsmouth, handed over the ship on behalf of the Admiralty and the cruiser was accepted by the Peruvian Ambassador.

The cruiser's new captain (Capt. Don Raul Delgado) read the commissioning warrant and a short commissioning service was conducted by the Rev. J. A. Coughlan.

In handing the ship's book to the Ambassador, the Commander-in-Chief referred to Ceylon's distinguished record and that "it is a pleasure she is not going to be allowed to go to waste."

His Excellency the Ambassador said how grateful Peru was that the handing over of the two cruisers, the Newfoundland (now the Almirante Grau) and the Ceylon had been conducted so smoothly, adding, "We need these cruisers to help train our marines. Peru has a long coastline, is a growing country and needs ships of this sort."



The Commander-in-Chief, Portsmouth (Admiral Sir Manley Power), at the ceremony of the handing over of H.M.S. Ceylon

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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth,
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

THE Navy Estimates for 1960-61, recently presented, have reached a peace-time record (£397 million), but they do not provide an exciting picture.

No new major warships are ordered to be laid down, but three Porpoise and eight Oberon class submarines will be under construction during the year, and the Devonshire, first of the four new guided-missile destroyers, will be launched during the year. The Dreadnought will also be launched later this year and there is a possibility that a second nuclear-powered submarine will be ordered.

Gone are the years when a whole flotilla of destroyers was ordered—when a cruiser, or a carrier or a couple of battleships were ordered to be laid down. The reason is of course obvious. But quite simply the “three C’s” are the reasons, viz., Complexity, Completeness and Costs. An Admiralty chart produced with the explanatory statement on the estimates shows dramatically in diagrammatic form how the complexities of modern warships require more men to man and maintain them and cost so much more money. Electronic equipment for Illustrious cost £13,500 in 1939, whereas the more complex, and efficient, equipment required in Hermes, which was commissioned at the end of last year, cost over £1,000,000. The cost of a “T” class submarine in 1939 was £400,000—today’s Porpoise class costs £2,200,000.

While it is agreed that the cost of a modern ship is enormous it is felt that the Royal Navy does not possess enough ships and, somehow or another, sooner or later, we must find the requisite sums to build more.

“WITH A THANKFUL REMEMBRANCE OF THY MERCIES”

THE Lord is my light, and my salvation; whom then shall I fear? The Lord is the strength of my life; of whom then shall I be afraid?

THE NAVY'S TAIL

The changing pattern of defence

SCIENTIFIC RESEARCH AND EXPERIMENTAL DEPARTMENT

THE Admiralty is often criticised on the score of its “administrative trail.” A finger is levelled at the reduced size of the present-day Fleet compared with the veritable Armada of the First World War, and complaints made of the large and inexplicable increase in the existing number of Admiralty civilians. Such comparisons are nothing but misleading and completely overlook the changing pattern of defence.

To take one aspect only, that of scientific effort. It is a commonplace that we live in a scientific age, but how many think of what this means in terms of a modern Navy? The Admiralty has always been, not only a service department, but its own department of supply; this implies responsibility for its own research and development.

During the First World War we witnessed the dawn of scientific warfare, a fact recognised by the Admiralty when they set up a Board of Invention and Research, whose duty it was to mobilise scientists and inventors in aid of the war at sea. This body, presided over by Lord Fisher, was empowered to call on the services of some of the most eminent scientists of the day as consultants, but in terms of Admiralty personnel it was little more than a handful of scientists and engineers; nevertheless, it paved the way for the Royal Naval Scientific Service of the future.

Many useful contributions were made, particularly in the underwater warfare field; nor were they unresponsive to unusual lines of thought; they even examined the possibility of training sea-lions to chase enemy submarines and tested a theory that seagulls could be made to flock round their periscopes.

SCIENTISTS' CONTRIBUTION

If the scientists' contribution to the First World War was useful, to the Second it was essential. This was the period of radar, of the Asdic, of the magnetic mine and the radio controlled bomb.

The increasing emphasis on scientific effort is shown by the fact that in 1921 the staff of the Scientific Research and Experiment Department in the Admiralty stood at 39, whilst

30 years later the number of scientific staff had grown to over 1,250. The present figure is well over 2,000 for scientific, experimental and ancillary grades. If all staff at research establishments were included the figure would, of course, be far higher. This reflects the increasing complexity of a Navy dealing with problems of nuclear propulsion, electronic data handling systems for air defence, radar warning, advanced asdic equipment, guided weapons and the like.

Nor is the scientific service alone in this process of technical expansion. The fields of Naval Ordnance, Naval Air stores, electrical engineering and so on, have inevitably shared in this growth.

No apologies are needed for such a deployment of man-power when it is realised that behind one man on board ship who has to operate the latest device is necessarily ranged a “backroom” effort of considerable size.

Those who criticise the present trend should reflect on the probable “backroom” support needed to fire even one successful moon rocket.

POSSIBLE FUTURE OF VANGUARD

“In response to your Articles in the newspapers concerning Her Majesty's Ship Vanguard, we are prepared to offer a deposit of £5 0s. 0d. securing this. Will you please send us by return of post full particulars, concerning her, in tonnage and gun fire.”

From a letter received in Admiralty from six young hopefuls.

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home sea service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

SUBMARINE COMMAND

H.M.S. Sea Devil, April, at Malta for service on Mediterranean Station.

GENERAL

H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Yarmouth, March 23, at Clyde for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Rothesay, March 29, at Glasgow for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Owen, April 5, at Gibraltar for trials. Commissions, May 3, 1960, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Undine, April 5, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Undaunted, April 5, at Portsmouth, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Blackpool, April 12, at Chatham, for General Service Commission Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Ruthven, April 28, at Devonport, for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Cassandra, April 26, at Chatham for trials. Commissions July 26 for Foreign Service, Far East. U.K. Base Port, Chatham.

No. 814 Squadron, May 2, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. Hermes).

H.M.S. Orwell, May 3, at Rosyth for trials.

H.M.S. Decoy, May 17, at Devonport for trials. Commissions July 7 for Home Sea Service. General Service Commission March, 1961, Med./Home (22 months). U.K. Base Port, Devonport.

H.M.S. Llandaff, May 1, at Devonport, for General Service Commission Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Alert, May 23, at Singapore, for Foreign Service (Far East).

H.M.S. Rhyll, May 31, at Portsmouth for trials. Commissions September 29 for Home Sea Service until March, 1961. Then General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Layburn, end May, at Renfrew, for Home Sea Service (Boom Defence).

No. 825 Squadron, June 1, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Solebay, June 8, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Finisterre, June 8, at Chatham for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Devonport.

H.M.S. Hermes, June 14, at Portsmouth for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

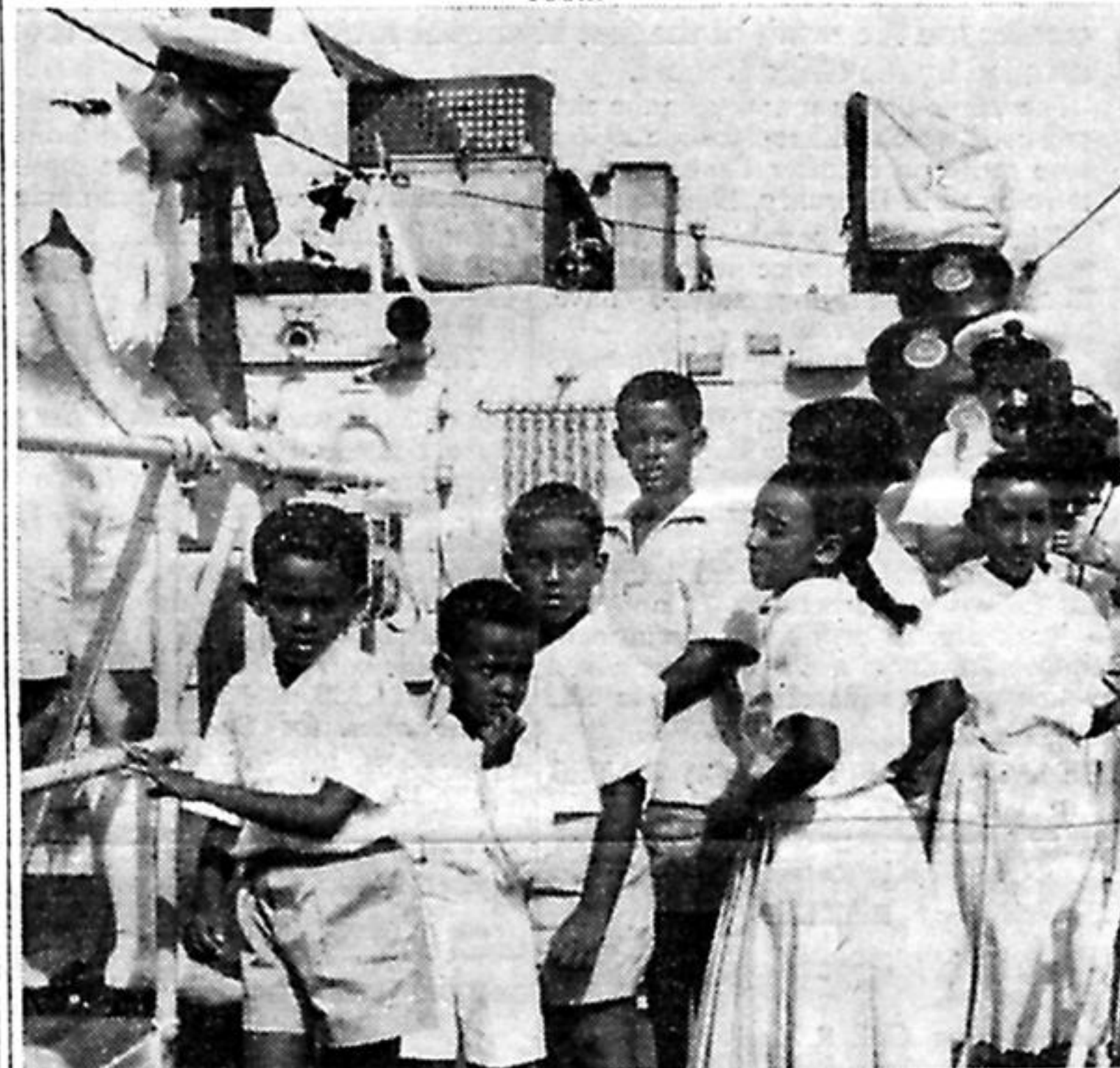
H.M.S. Lincoln, July 15, at Glasgow for Foreign Service (Far East).

Cavendish at Massawa



H.M.S. Cavendish visited Massawa during January for the graduation ceremony at the Imperial Ethiopian Naval College

The upper photograph shows the Emperor Haile Selassie inspecting the guard of honour before going on board the ship where he was entertained by the Commanding Officer, Capt. A. R. E. Evans, R.N. The lower photograph shows the grandchildren of the Emperor on board Cavendish. Officers said they were “particularly excited when taken round the engine room”



H.M.S. Cavalier, June 24, at Singapore, for Foreign Service (Far East).

H.M.S. Victorious, June, at Portsmouth, for General Service Commission, Home/South Atlantic and South America.

H.M.S. Protector, June, at Devonport for General Service Commission Home/South Atlantic and South America (12 months). U.K. Base Port, Devonport.

H.M.S. Londonderry, June 28, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Wizard, end-June, at Chatham for Trials. Commissions end August for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Loch Fyne, July 5, at Rosyth for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Lion, July 12, at Tyne, for General Service Commission Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. St. Brides Bay, July 18, at Singapore, for Foreign Service (Far East).

H.M.S. Brave Swordsman, July, at Portsmouth, for Trials and Special Service Squadron. U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, August 16, at Devonport for trials. (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

H.M.S. Leopard, August 23, at Portsmouth, for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lewiston, August, at Portsmouth, for Home Sea Service. U.K. Base Port Rosyth

No. 813 Squadron, October 1, at R.N.A.S. Culdrose for Overseas Service (H.M.S. Hermes).

H.M.S. Centaur, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September, at Rosyth for trials. Commissions November 8 for Foreign Service—Far East.

H.M.S. Duchess, early October, at Portsmouth for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, October, at Devonport for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, October, at Chatham for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. Caprice, October, at Singapore for Foreign Service (Far East).

H.M.S. Crane, October, at Singapore, for Foreign Service (Far East).

H.M.S. Anzio, November at Malta for Foreign Service (Amphibious Warfare Squadron).

H.M.S. Plymouth, December, at Devonport for trials. Commissions April, 1961, for General Service Commission, Home/Med (23 months). U.K. Base Port, Devonport.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport

H.M.S. Whirlwind, mid-January, at Rosyth for trials

H.M.S. Battleaxe, January, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January, for General Service Commission Med./Home (24 months). Place of commissioning and U.K. Base Port under consideration.

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New Naval Nursing Section

RECRUITING has begun this month for a new nursing branch of the Royal Navy. Duties previously performed in R.N. hospitals and establishments by Naval V.A.D. nurses and W.R.N.S. sick berth attendants will in future be the responsibility of Naval Nursing Auxiliaries of a new section of the Queen Alexandra Royal Naval Nursing Service.



Senior Nurse M. R. Taylor

The Naval Nursing Auxiliary section will offer a permanent nursing career to women between 17½ and 28 and to members of the British Red Cross Society, St. John Ambulance Brigade and St. Andrew's Nursing Association who wish to volunteer their services. It will also provide a permanent link with nursing for Wrens who transfer from the sick berth branch.

Naval Nursing Auxiliaries will be given 20 weeks' initial training at a Naval hospital before serving in R.N. hospitals, air stations and shore establishments in the United Kingdom and overseas. They will share the benefits and privileges of Service life while following a nursing career. There will be facilities for suitable Auxiliaries to qualify as State Registered Nurses.

The Q.A.R.N.N.S. was founded in 1902 and its Patron is H.R.H. the Princess Alexandra of Kent—great-granddaughter of her late Majesty Queen Alexandra, the first President of the Service. The uniform of the Auxiliary Section formed this month includes a badge which incorporates the crossed "A's" of Queen Alexandra's monogram.

FIRST COMMODORE CHIEF ENGINEER FOR ROYAL FLEET AUXILIARY SERVICE

MR. David Leathley, O.B.E., has been appointed the first Commodore, Chief Engineer of the Royal Fleet Auxiliary Service. The institution of the new rank has recently been approved by Admiralty.

Mr. Leathley, who is 56 years old, is at present serving in the R.F.A. Fort Constantine. He joined the Fleet Auxiliary Service in 1926 as a Junior Engineer and was promoted Chief Engineer in 1941. He was awarded the O.B.E. in the New Year Honours List 1959.

SHIPS OF THE ROYAL NAVY No. 52 H.M.S. WHITBY



CONSIDERED to be the most useful class of small ships put into service with the fleet, the 18 "Whitby" class, named after seaside resorts and coastal towns, are anti-submarine frigates of over 2,800 tons (full load). These frigates, whose primary function is the location and destruction of the most modern type of submarines, are fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development.

The ships are all welded and have propelling machinery of novel design. H.M.S. Whitby was built by Cammell Laird and Co., Ltd., Birkenhead, being launched on July 2, 1954, and completed July 19, 1956. The ship is 370 ft. (o.a.) and has a beam of 41 ft. Machinery consists of two sets' double reduction geared steam turbines. Two shafts.

The complement of this class is 189 for leaders and 152 for others.

(A postcard photograph of H.M.S. Whitby may be obtained by completing the coupon on page 15.)

Getting ready for summer ACTIVITY AT WHALE ISLAND

THE Portsmouth Command Sailing Centre at Whale Island, now entering its second year, is the scene of mounting activity as the winter refits of boats are completed in readiness for the summer season. The Marrabu and the three local Windfall yachts, Meon Maid, Harpy and Seawraith, have all been up in the slips and the 12 dinghies overhauled; the six Fireflies having been away for a "Frostbite" series at Fareham.

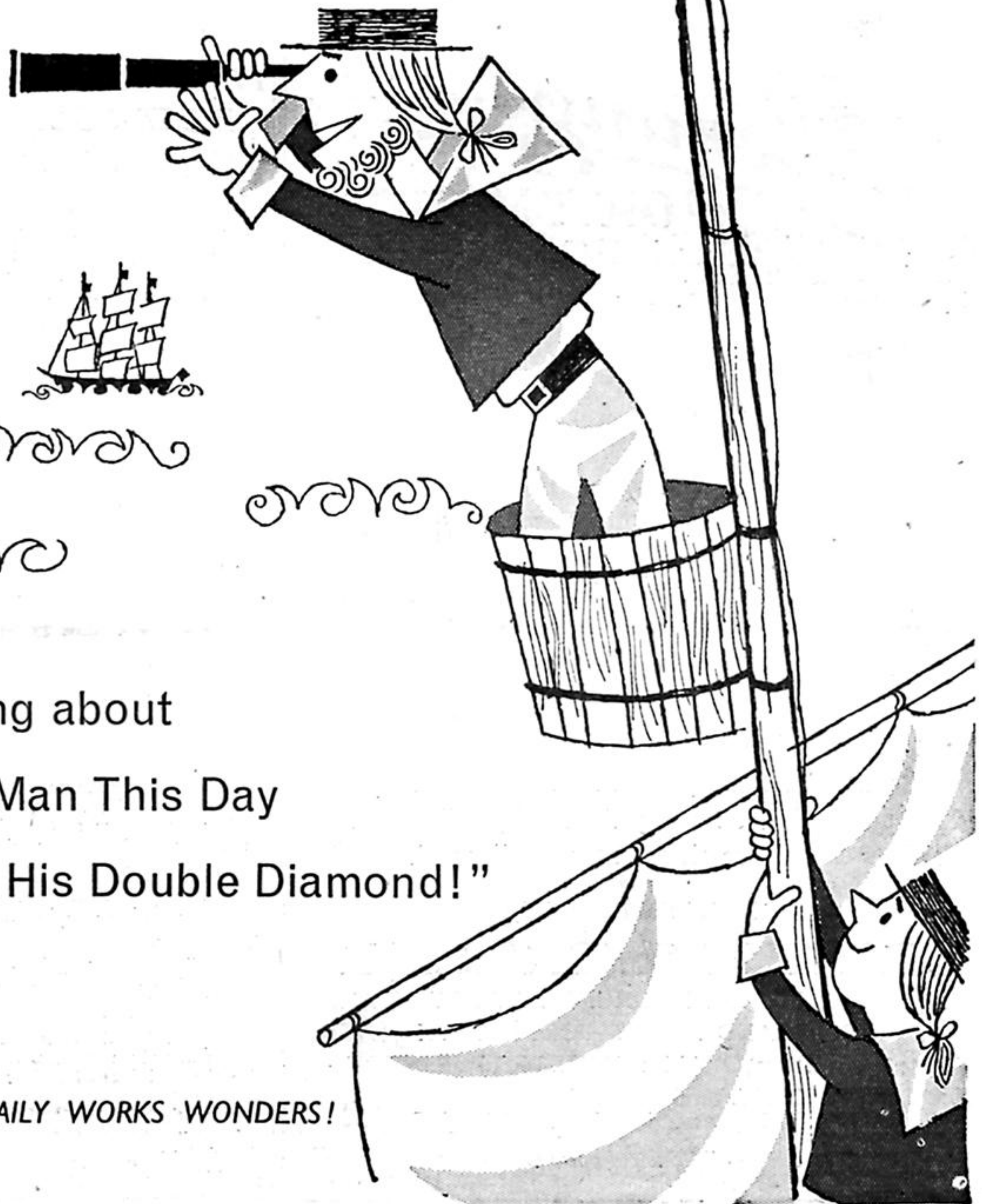
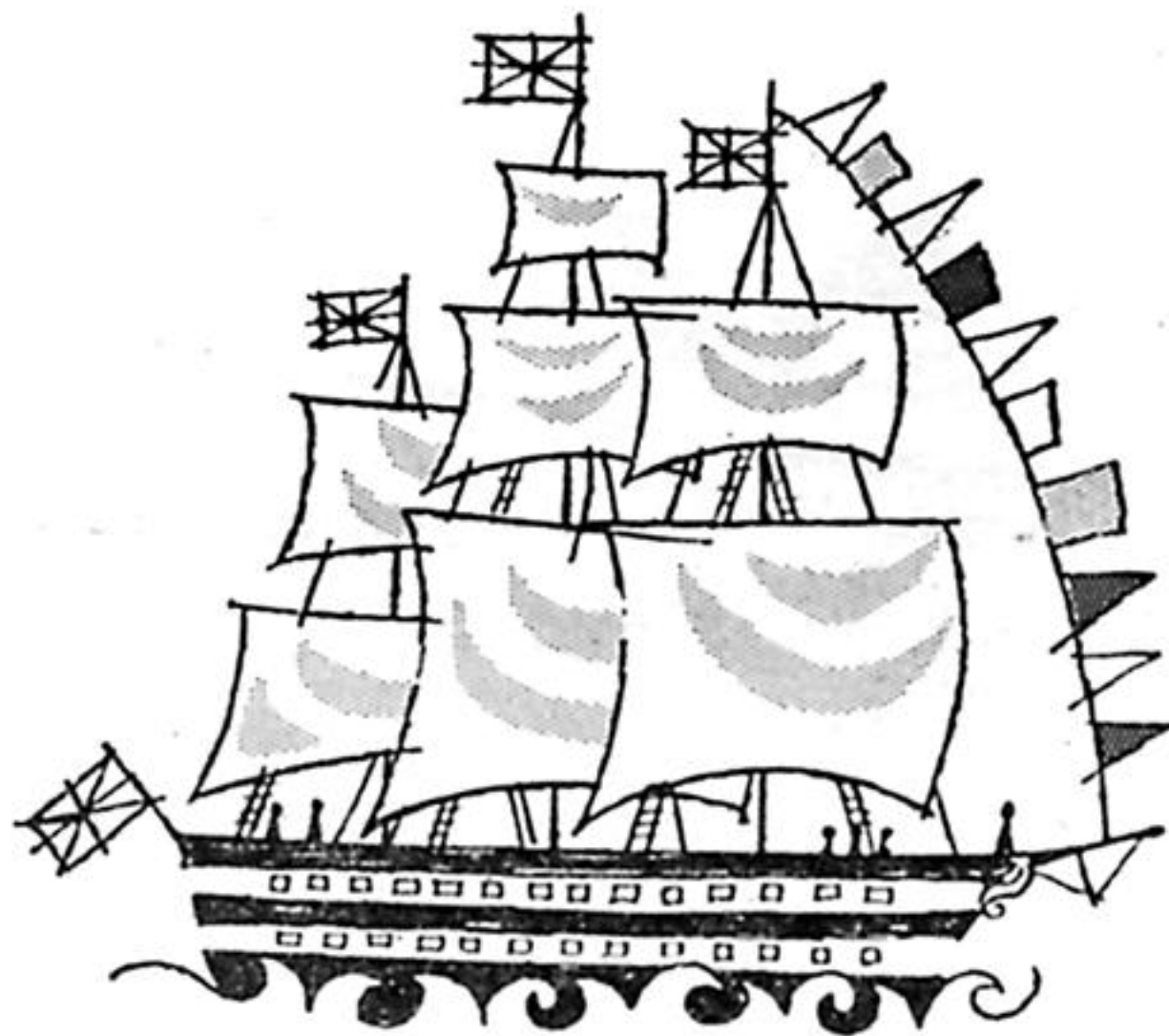
The Sailing Centre was started in 1959 with the object of providing a central pool of boats for Naval personnel in the Portsmouth Command. Any officer or rating in the Command can, once the season starts, book and use a boat by ringing the Centre (Dockyard Extension 5146). The only requirement is that he

should have a certificate of competence as a helmsman which he can easily get from his own sailing representative.

One of the high-lights of the sailing season last year was the International Cadet Class dinghy sailing week held during the summer holidays to encourage the younger generation throughout the country to come and get an insight into how the Navy works. Some 91 young and enthusiastic yachtsmen from 11 to 17 took part in the first of these weeks. Daily races were organised and the spare time was filled in with visits to the Victory, the Dockyard, H.M.S. Dolphin and H.M.S. Vernon, with lectures after supper on various aspects of Naval life. The boys were accommodated in a seamen's block at Whale Island whilst the girls had to find billets ashore for themselves. The whole project proved highly popular and the buzz having spread back to the clubs, this year, in spite of an increase in number, the event is already booked out.

CYPRUS SQUADRON PAID OFF

THE Gannets of 847 Naval Air Squadron which has now paid off flew 1,687 operational sorties entailing more than 4,000 hours flying and identified and reported some 32,500 vessels during its service with the Cyprus Maritime Patrol. The squadron started operations in Cyprus on April 12, 1956, and flew its last patrol on November 30.



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Have YOU a personal problem...? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I left the Service on December 25, 1958, as a Seaman C.P.O.

On my terminal leave I was admitted to the Naval Hospital here and operated on for two hernias and a cyst. I was given sick leave in between the hernia operations, first of three weeks and then after the second one two weeks, but I feel I've been "seen off" because I was discharged the day after I got up out of bed to civvy street with no light duty. Every other person in the ward had it, in the case of civilian pensioners three months and Naval or military personnel usually two months.

I've written to the M.D.G. of the Navy three times and been promised that they would look into it twice but this last time they've just ignored my letter.

I've given over 30 years of my life to this great—and I mean great—Service and loved every minute of it but I feel as if it's all been wasted after the shoddy way they kicked me out.

I'm afraid I cannot agree that you were "seen off" from the facts that you have given me. By the time you finally emerged from hospital your engagement had long since expired and you had benefited from the extra pay which I presume you received up to and including your last day in hospital. "Light duty" is a category in which serving personnel or employed civilians are placed after medical treatment in order that their recovery may not be prejudiced. This does not carry with it any extra pay, since those concerned are already being paid for their service in the ordinary way. Obviously the Navy has no say in what a man does after he leaves the service and certainly cannot place him on "light duty".

If you feel that your hernias, etc., were due to your service and that perhaps therefore you should have been invalided—with the resultant benefits—then your best course would I think be to write to the nearest branch of the Ministry of Pensions and National Insurance. If you are still unconvinced about "light duty," etc. and you are anxious to have a reply from the Medical Director

General, I suggest you write to the Commodore, R.N. Barracks, Devonport who as the commodore of your old depot, will doubtless do his best to obtain for you some official answer to your enquiries.

BOUNTIES

I joined the Service in October, 1941, as an H.O. and was discharged in April, 1946. In December, 1950, I re-entered on a 12-year engagement and my time now expires in 1962. My pay ledger now carries a June, 1946, basic date to count time for badges, etc.

If I were to re-engage to complete time for pension, the other 5½ years, would I be entitled to the £100 signing-on bounty?

In the event of leaving when the present engagement ends, what bounty should I get with the 16½ years to my credit?

The regulations for bounties become somewhat complicated where there has been a break in service, but as I read them:

(a) you would not unfortunately, be entitled to a re-engaging bounty because they are not payable to those who were not serving in September, 1950 and have re-entered since then;

(b) If you leave the Service in 1962 you will receive a gratuity. Only service over the age of 18 counts and the rules are as follows:

12 years' service	£100
13 " "	£125
14 " "	£150
15 " "	£185
16 " "	£220

However, before you jump to the conclusion that you will do better not to sign on, you should of course think hard about the loss of pension which would of course be worth very much more than £220!

GREENWICH PENSION

I originally went to pension in 1949 (July) then re-engaged on N.C.S. engagement and served till 1957 (July).

Three years only of this extra



The W.R.N.S. team—Photo: Central Press Photos Ltd., London

First place for W.R.N.S. in inter-service rifle shooting

THE Women's Royal Naval Service, by consistently good shooting, won the Inter-Service Women's Rifle Shooting Championship at R.A.F. Uxbridge on February 8.

The results were:
W.R.N.S. ... 1,572 points
W.R.A.F. ... 1,558 points
W.R.A.C. ... 1,523 points
The W.R.N.S. team—selected after nine shoots—beat the Civil Service

GIANT TELESCOPE FOR BRITAIN

A 98-INCH telescope, which will take six years to build, is to be designed and manufactured by Messrs. Grubb Parsons, of Newcastle-upon-Tyne, for the Admiralty.

The telescope, which is to be named after Sir Isaac Newton, will be erected at the Royal Observatory, Herstmonceux, Sussex. The cost is expected to be not far short of three-quarters of a million pounds.

The building of the world's largest telescope at Mount Palomar, California, took about 20 years and it will be a number of years before the projected one will be in use.

and the Portsmouth Ladies during the journey to the Inter-Service match.

This year, for the first time, the championship target was the British National Target—a much harder target than the one hitherto used.

It is interesting to record that the W.R.A.F. recruited its team from far afield as well as from home stations. Two of the W.R.A.F. team were flown from Germany, one from Cyprus and one from Gibraltar.

The team trainer and coach was Lieut. D. M. Orr, R.N., of H.M.S. Excellent and his two assistants were C.P.O. Powers of Excellent and P.O. Green of Ariel. Second Officer White, W.R.N.S., was in charge of the team.

The individual results of the W.R.N.S. team in the championship match were:

L. Wren Wilson (H.M.S. Vernon), 198 points out of 200. Second Officer Newcombe, W.R.N.S. (Ariel), 198; P.O. Wren Lilley (Ariel II), 198; Wren Hewitt (Pembroke), 198; Second Officer Davey, W.R.N.S. (Drake), 196; First Officer Mottershaw, W.R.N.S. (Ariel), 195; Surg.-Lieut. (D) Black, W.R.N.S. (Ariel), 195; Chief Wren Pegler-Smith (Condor), 194.

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FIRST LORD IN THE WEST COUNTRY

CONTINUING his programme of "seeing for himself" all facets of the Naval Service, the First Lord of the Admiralty, the Right Honourable Lord Carrington, K.C.M.G., M.C., paid a three-day visit to the Plymouth Command last month.

He toured the Royal Naval Dockyard, Plymouth, and then visited H.M.S. Cambridge, the Gunnery Range at Wembury and H.M.S. Thunderer the R.N. Engineering College, Manadon, on February 22.

His programme on February 23 included a visit to Torpoint, Cornwall, to see H.M.S. Raleigh, the new entry training establishment and H.M.S. Fishguard the Artificers' Training establishment. The First Lord also visited the Royal Naval Barracks and Hospital at Plymouth.

His last day in the West Country was spent at the Britannia Royal Naval College, Dartmouth.

ANY QUESTIONS AT H.M.S. VERNON FRIENDLY WIVES

UNDER the chairmanship of Mrs. Morgan Giles a general meeting held in the cinema of H.M.S. Vernon on February 3 drew a number of guests and new members.

The Rev. Basil Watson said prayers after which a very able panel of officers from H.M.S. Vernon—Cdr. P. Williams, Rev. B. Watson, Lieut. A. Otley and Inst.-Lieut. J. Jefferson, with Cdr. H. E. Bailey, R.A.N., as question master, gave their interesting and often spicy views on the varied subjects in hand! A sincere vote of thanks was given by Mrs. Wilson who also thanked Second Officer C. Ward for the trouble she had taken in forming the panel.

Twenty members and friends visited London on February 10 and thoroughly enjoyed a matinee performance of "My Fair Lady."



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MOTORING NOTES

'It came at me from nowhere'

IN recent notes I have harped a good deal on driving ability and causes of accidents, priding myself that I do at least try to set a good example.

As I write these notes I am still wondering about an incident at a well-known cross roads in Portsmouth when I was nearly rammed in the side by a car coming from the right which was fortunately able to stop in time. Quite frankly, I think I was to blame, and yet I swear that there was no other vehicle in sight as I approached that crossing. Was the other car obscured by the windscreen pillar or do the extreme corners of a curved windscreen create an optical illusion? I shall always wonder why I failed to see that car.

If the driver of the new green Ford Anglia who nearly collided with a blue and white Triumph Herald at Handleys Corner on Saturday February 13 is a reader, please accept my apologies and I hope he was not as frightened as I was.

This admission on my part has rather destroyed a tit bit out of a recent Claims Form which I intended to use as bait. In this, our driver stated "the other car appeared to come straight at me from nowhere, it seemed as though he tried to take the corner too fast."

Well now, in both cases the other car didn't arrive by helicopter so why on earth did we both fail to see the other car. Were we tired, thinking of something else, or just not looking? If such a thing has ever happened to other readers it might pay you to wonder why and try to eliminate the cause as next time it might be fatal.

BUYING A NEW CAR

Recently I have been having a good deal of fun, examining and trying new cars with a view to purchase. The most interesting thing I found in the different showrooms was the readiness with which the sales staff are prepared to damn each others products.

I am assured that the Ford Anglia leaks like a sieve and has paintwork

trouble, the Morris Mini Minor and Austin Seven are like goldfish bowls and leak through the floor, and that the Triumph Herald lets water in everywhere. Such statements are absolute nonsense and I advise anyone contemplating purchase of a new car to use his own judgment and to ignore the "bolony" talked by the average car salesman.

Minor troubles you may have but these can all easily be sorted out and after the first 500 miles service any new car should be satisfactory. If motorists would only realise that car manufacturers find it cheaper to deal with complaints under guarantee than to spend money on inspections at the factory there would be fewer grumbles. The manufacturer virtually expects you as the car owner to help him get the car right for your personal use. If you will patiently co-operate you will have a good vehicle, if you won't do this you may finish up with a leaking rattletrap and you will be the type always moaning about the poor quality of modern cars, albeit quite unjustifiably.

My own great delight at the moment is in telling critical car salesmen of other makes of car how very satisfied I am with my new jalopy. They get so hopping mad it really is a delight to pull their legs.

A. E. MARSH.

Swedish submarine visits Portsmouth

THE Swedish submarine Illern visited Portsmouth between February 11 and 16.

Commanded by Lieut.-Cdr. Carl Fehrlund the Illern (Polecat is English equivalent), is 800 tons and one of Sweden's latest, having been laid down in 1957. She has a crew of 37.

Cdr. C. H. Hammer (Commander Submarines, H.M.S. Dolphin) and Commodore C. Krokstedt, the Swedish Naval Attaché in London greeted the Illern on arrival at Fort Blockhouse.

Dainty's sights are still set high
RAGAMUFFINS
GIVEN SMALL
CHANGE

BY OUR OWN CORRESPONDENT

Dainty, in company with other ships of the 2nd D.S., sailed for exercises with units of the Italian Fleet based on Taranto. It was our third series of N.A.T.O. anti-submarine exercises and in many ways the most successful. On completion we berthed stern to the jetty in the Mare Piccolo, and although this historic Naval base in the heel of Italy had little to offer in the way of entertainment, our ship's company made the most of it in the shops.

From Taranto we had a memorable trip, leaving the island of Stromboli close to starboard. The volcano gave off a few puffs of smoke in appreciation of the many Dainty photographers and to tell the world that it is still active. We were on passage to Naples to show the flag. Soon we had entered the Bay of Naples, famous for its beauty, with that other volcano Vesuvius, looking impressive in the background. The weather did not favour our stay and we experi-



H.M.S. Dainty passing Stromboli

enced rain and gales intermittently during our five-day visit.

However, few changes were made to the programme and some of us were interested spectators on December 4 at the ceremony of Saint Barbara, the patron saint of Naval gunnery all over the world and of the Italian Navy. Much was made of this our last visit of 1959. Many of the ship's company visited Pompeii and Herculaneum, the towns overwhelmed by the great eruption of Vesuvius in 79 A.D. Some managed to spend a day in the splendour of Rome. Everyone enjoyed the Neapolitan cooking and thoroughly agreed that it is worthy of its international reputation.

Before we left for Malta the hat was passed round in aid of the local orphanage for "ragamuffins." A letter received by our Commanding Officer, Captain J. G. Wells, D.S.C., R.N., helps to show the gratitude with which our parting gift was received. Written by a Director of the Orphans' Home, it says: "I understand that the bag full of money is the offering of your men, the small change after they had spent some time ashore in Naples. Their generosity does not surprise me in the least for I know the men of the Royal Navy . . . Will you tell

your men that when next their ship is in Naples they will be the most welcome visitors here."

HALF WAY MARK

On January 20 we had been a year in commission. We recalled the Commissioning Service, on that cold rainy day at Portsmouth, and the words spoken by the then C-in-C., Portsmouth, and the present Governor of Malta, Sir Guy Grantham concluded his address by telling us ". . . to set our sights high." This we have done and now have reached the half-way mark full of confidence for the home leg. Much has been achieved, though the unrelaxing hours spent in training and on exercises seldom feature in our articles to NAVY NEWS.

Already 1960 has brought its successes to D108. In the sphere of sport our soccer team has been outstanding. They have already reached a Cup Final. In a thrilling semi-final against H.M.S. Defender, our team put in a tremendous effort to win by two clear goals in extra time. We have had one winner in the Med Fleet Novices Boxing Championships. Our hockey team has done well, and our rugby team has never given up.

All in all there has been much to be proud of in 1959, and 1960 will see no lowering of the Dainty standard.

Submarine photographic competition

OVER 200 entries were submitted for a photographic competition, arranged by Flag Officer Submarines, for photographs taken by serving and ex-serving members of the submarine service.

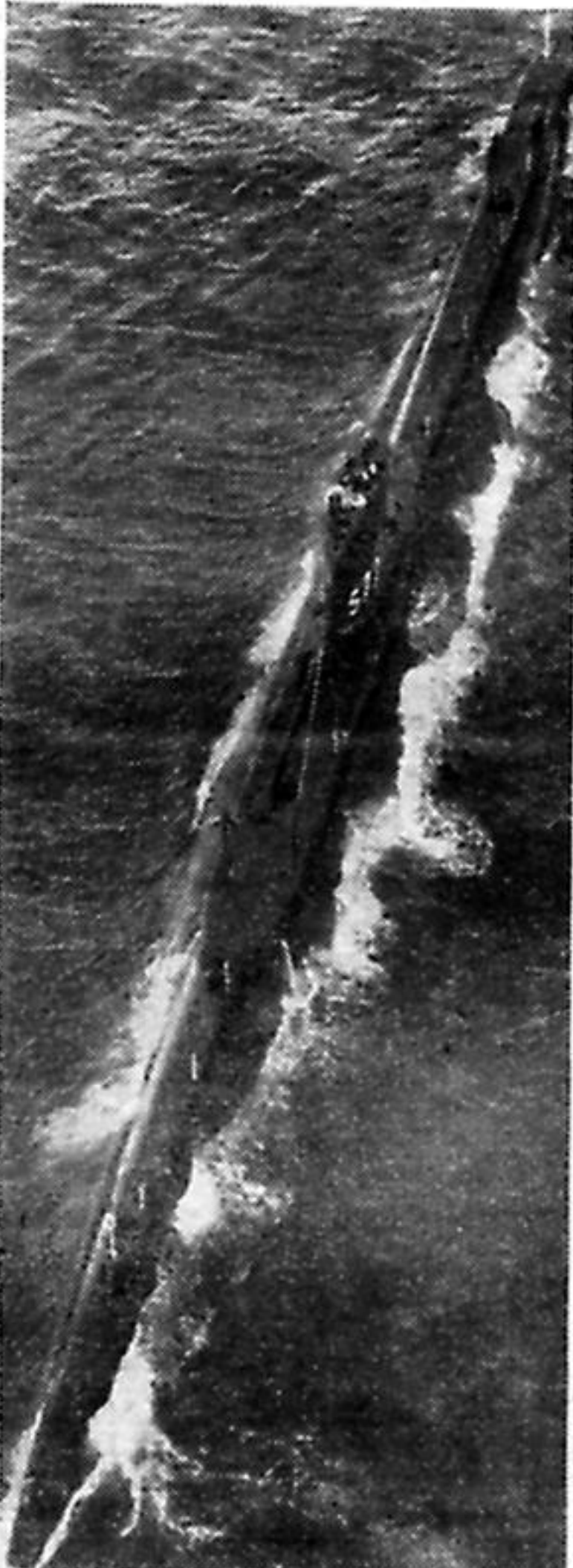
The competition was organised in two sections, Black and white and coloured and there were three prizes—£10, £3, and £1—in each section, donated by the Landport Drapery Bazaar Store.

Of the 200 entries over 130 were exhibited in the store, every contestant having at least one of his photographs on view. The prize-winners were:

Black and White.—1 and 2, Chief Petty Officer R. A. Bowey (H.M.S. Tyne); 3, Lieut.-Cdr. E. Goodwin (H.M.S. Forth).
Colour.—1, Lieut.-Cdr. D. S. Leggett (H.M.S. Dolphin); 2, Lieut. C. D. Prentis (H.M.S. Trespasser); 3, Lieut. M. J. Casserly (H.M.S. Ambrose).

The judges were Capt. I. W. Napier (Capt. 5th S.M. Squadron), Mr. A. Turtle (Chief Photographer, Portsmouth Evening News), Mr. J. J. Barber (Landport Drapery Bazaar) and Mr. L. A. Wright (Messrs. Wright and Logan, Portsmouth).

Chief Petty Officer Bowey's photograph of H.M.S. Tireless, the first prize-winning photograph in the black and white section, is shown below.



The snake-like lines of H.M.S. Tireless are clearly shown in this unusual photograph

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'I will not leave the rock until every soul is safe'

THE LOSS OF THE DRAKE 1882

By JACK DUSTY

PEOPLE living in the West Country today would be immediately suspicious if they saw a newspaper placard with the announcement that H.M.S. Drake had been lost at sea; but such a disaster did in fact occur on June 23, 1882, off the coast of Newfoundland.

The Drake involved was a 10 gun brig under the command of Cdr. Charles Adolphus Baker. She sailed from Halifax, Nova Scotia, for St. John's, Newfoundland, on the morning of June 20: the weather was fine, the wind favourable and there was every indication of a fast and comfortable passage. However on the morning of Sunday 23 they ran into thick fog, when according to their reckoning they were some 91 miles from Cape Race and 51 miles from Cape St. Mary.

Visibility was then down to 20 yards but in view of his orders to use the "utmost despatch," Cdr. Baker decided to press on.

At about 7.30 "Breakers ahead" was reported and despite the ship being hauled to the wind she almost immediately took the ground and fell broadside on to the sea.

Such was the state of discipline on-board that there was no confusion. The masts were cut away to lighten the vessel, in the hope that she might then float nearer the shore; this however afforded no relief. The cutter (the largest boat on board) was launched but almost immediately sank and the ship's company were faced with the problem of getting a line ashore and secured.

PERILOUS JOURNEY

Not unnaturally it was soon apparent that the only way of getting the line ashore was by swimming—many of the crew volunteered and one named Lennard, a man of great strength and an expert swimmer, was chosen to make the attempt. He jumped over board but the current was too strong for him and it was with difficulty that he was hauled back to the comparative safety of the ship.

If anything this failure roused the crew of the Drake to greater efforts: it was decided to make the next attempt in the dinghy (the only boat remaining undamaged). The Boatswain—Mr. Turner—immediately volunteered and started off on the perilous journey. Within minutes the dinghy was swamped and dashed on the rocks but by a superhuman effort, bruised and bleeding, Turner struggled on and managed to reach the

shore: in so doing, however, the line to the ship parted and Turner was left with insufficient rope to reach the ship even if he could have devised some means of passing it.

Meantime the ship was breaking up—with every jerk and roll the bell struck a mournful note: as one of the survivors subsequently wrote: "the funeral knell of many and as we fully expected then, of all, except the Boatswain, who though severely bruised, stood on the shore, and appeared in all probability to be the only survivor."

ORDER REFUSED

Cdr. Baker was not the kind of man to give in easily and as there was clearly no chance of saving his ship he determined to use every endeavour to save her company. Accordingly he ordered every man to make his way to the rocks on which the Drake was lying and which were above water. For the first time his orders were not immediately obeyed—the ship's company to a man refused to leave until Cdr. Baker had saved himself. Not unnaturally he refused stating that his life was the least and last consideration: only then when they saw he was adamant did the ship's company proceed to leave the vessel for the rocks, a number unfortunately being lost in the attempt. When all were clear of the wreck Cdr. Baker himself successfully made his way to the rocks.

The dismay of all can be imagined when it was realised that they were not yet in a place of safety for the rock on which they were was still some yards from the shore and moreover it was clear that it was covered at high water: to make matters worse the tide was flooding.

DISCIPLINE MAINTAINED

Discipline still held and it was now the Boatswain's turn to provide the means of reaching safety. He managed to cast one end of the broken line to those on the rock: it was barely long enough and could not be secured, but by being held at each end would enable men to cross hand over hand.

Cdr. Baker again refused to be the first to seek safety and stated: "I

will never leave the rock until every soul is safe." Accordingly one by one the men made the attempt until 44 of the 50 on the rock had reached the safety of the shore. Among the six remaining was a woman who was too terrified to make the attempt alone. One of the six volunteered to take her across on his back but when half way over the rope parted and both were lost—this left Cdr. Baker and three men alone on the rock with no means of reaching the shore.

SELFLESS EXAMPLE

Waves were now breaking right over the rock and it was not long before Cdr. Baker and his companions were swept away and drowned despite every effort of those ashore to save them.

This might well be the end of just one more tragic story of a shipwreck, but on this occasion a disaster ennobled by the selfless example of Cdr. Baker and by the sense of discipline of the whole company of H.M.S. Drake. But the story does not end here. The survivors were determined not to let matters rest and in a letter to the senior surviving officer—Lieut. Booth—wrote "During the whole business he (Cdr. Baker) proved himself to be a man whose name and last conduct ought ever to be held in the highest estimation by a crew who feel it their duty to ask, from the Lords Commissioners of the Admiralty, that which they otherwise have not a means of obtaining, that is a public and lasting record of the lion-hearted, generous and very unexemplary way in which our late noble commander sacrificed his life in the evening of the 23rd June."

It is pleasing to record that the Admiralty acted on this request and a tablet was placed in the Dockyard Church at Portsmouth. It is still there and reads:—

IN MEMORY

of the self-devotion of Charles Adolphus Baker Esq. Commander of H.M.S. Drake who, when that sloop was wrecked on the coast of Newfoundland on 23rd June, 1882 refused to provide for his own safety until the whole of the crew should be previously saved, and in pursuance of this generous resolution perished.

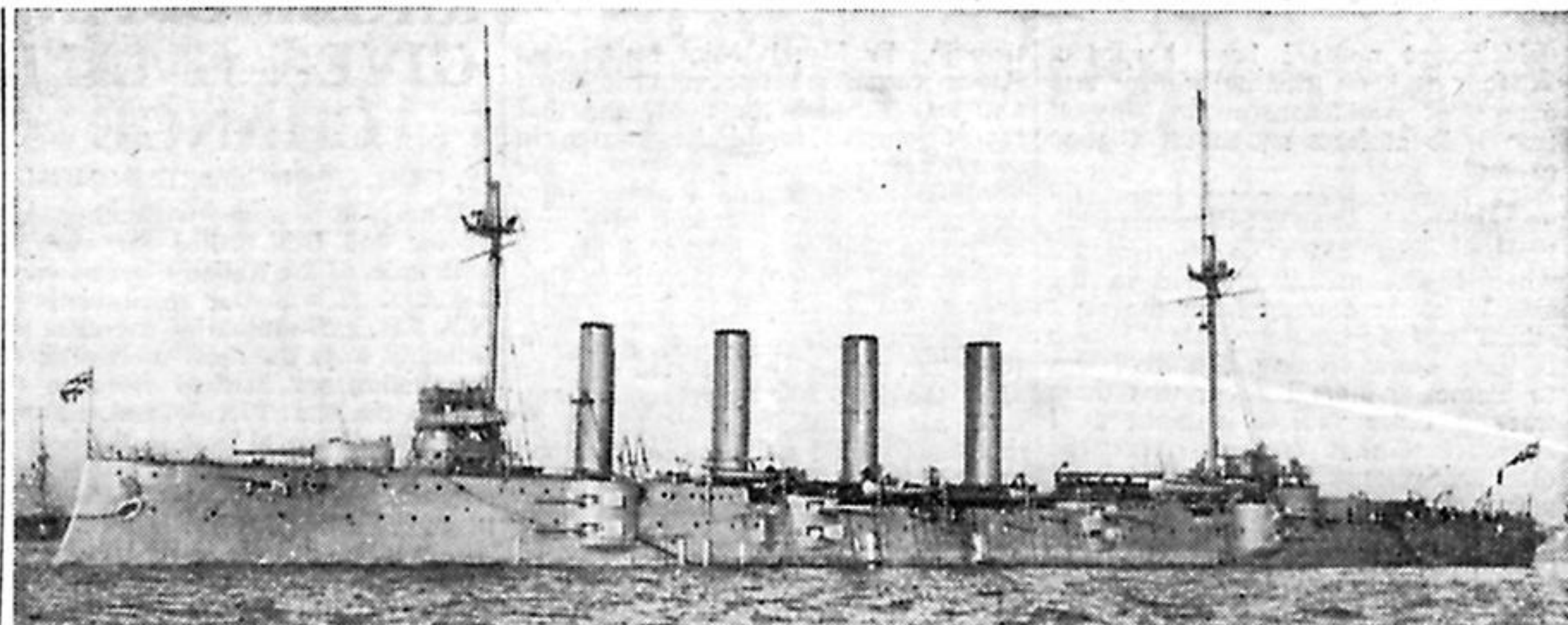
THIS TABLET

is erected at the request of the surviving Petty Officer and Seamen, every one of whom on passing from the ship to a rock on which they were ultimately saved, had with a generosity equal to his own, pressed Cdr. Baker to precede them, but in vain!

This memorial might well find a fitting resting place in the Church of the Royal Naval Barracks, Devonport which now bears the name of the ship with which the name of Cdr. Baker should ever be remembered.

RATINGS 'RACE' SHIP

TWO ratings from H.M.S. Victorious, L.R.E.M. (Air) J. Aldous and L.E.M. (Air) J. Goodridge "raced" the ship from Hamburg to Portsmouth. By beating the ship (by three days) the two men won a £5 wager which will be given to a fund on board which is raising money to buy a guide dog for the blind.



This is not, of course, the Drake referred to in the accompanying article (a picture of which cannot be traced), but is the 14,100 tons armoured cruiser, launched at Pembroke in 1901 and sunk by submarine in the North Channel, off the coast of Ireland, in October, 1917

Started for Singapore in a force 8 gale

MINESWEEPERS' EVENTFUL PASSAGE

TWO more coastal minesweepers, H.M.S. Thankerton (Lieut. G. A. Plumer, R.N.) and H.M.S. Santon (Lieut. R. D. D. Bamford, R.N.), arrived at Singapore to join the Reserve Fleet on January 18, after an eventful passage from Malta.

Most of the ships' crews had been flown to Malta from the United Kingdom, on November 16, in a trooping aircraft, and, after only two weeks' preparation and trials, the two ships left Lazaretto Creek in a force 8 gale. To a man the crews were seasick, but the ships arrived on time for refuelling at sea off Port Said with Blue Ranger.

Pilotage through the Canal was effected with the aid of two ex-Egyptian naval officers, at least one of whom had been trained as a navigator on the long course in H.M.S. Dryad.

After a four days' stay at Aden, during which various spares were "borrowed" for the diesel generators, the ships sailed for Cochin on December 15. More rough weather (N.E. monsoon, force 5 to 7) was experienced for the first four days, and the ships sailed south of Socotra to gain the advantage of its lee and have a good meal in place of the hot

soup on which they otherwise had to rely. The passage to Cochin 1,900 miles, was something of a test for the minesweepers in the prevailing conditions, but they safely made Cochin on December 23. H.M.S. Santon with only one ton of water remaining. H.M.S. Loch Killisport was at Cochin at the same time and a happy Christmas was had by all.

On January 4, Cochin was left for Colombo, more rough N.E. monsoon weather being experienced on passage through the Gulf of Mannar. But on arrival, on January 6, about half the ships' companies were able to enjoy a long week-end at the Diyatalawa rest camp. This camp is 4,000 feet up in the hills, and is reached by an 80-mile train journey, during which the highest point reached is 6,000 feet.

The ships left Colombo on January 12 and arrived spot on time at Singapore. The crews will be flown back to the U.K. after what must be one of the most invigorating exercises of its type in recent times.

FILM RELEASES TO THE FLEET

"Tempest," Adventure Melodrama, Silvana Mangano, Van Heflin, Geoffrey Horne. "Anatomy of a Murder," Trial Melodrama, James Stewart, Lee Remick, Ben Gazzara. "Expresso Bongo," Show Business Romantic Melodrama, Laurence Harvey, Sylvia Syms, Cliff Richard.



"—and hunger, not of the belly kind, that's Banished with bacon and beans, But the gnawing hunger of lonely men for A home and all that it means.

(APOLOGIES TO THE LATE DAN MCGREW)

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NEPTUNE'S SCRAPBOOK



The Duke of Edinburgh, Captain General of the Royal Marines, presented the Duke of Edinburgh's Trophy to the team of 40 Commando at Buckingham Palace on February 16.

Mr. Harold Watkinson, Minister of Defence, accompanied by the First Sea Lord, Admiral Sir Charles Lambe, visited H.M.S. Victorious on February 22 and saw a demonstration by the Blackburn N.A.39—the Navy's new low level strike aircraft.

Rear-Admiral R. E. Washbourn, D.S.O., O.B.E., has been appointed Director-General, Weapons, in succession to Rear-Admiral M. Le Fanu, D.S.C., the appointment took effect last month. Rear-Admiral Washbourn was born in New Zealand and was the first successful New Zealand candidate to qualify through the Public School Entry examination in that country.

A gunnery specialist, he was in H.M.S. Achilles in the Graf Spee action and received the D.S.O. for his work in keeping the cruiser in action despite damage and casualties in the gunnery control tower.

He spent a week in an open boat in the Atlantic when the merchant ship Waiwera was torpedoed.

Rear-Admiral Washbourn was the first captain of the new cruiser Tiger.

Surg.-Capt. K. W. Martin, V.R.D., M.R.C.S., L.R.C.P., M.A., B.Ch., R.N.R., has been appointed an Honorary Physician to the Queen in succession to Surg.-Capt. G. L. Foss, O.B.E., V.R.D., M.A., M.D., B.Ch., R.N.R., with effect from December 31, 1959.

Surgeon Capt. W. V. Beach, O.B.E., F.R.C.S., R.N., is to be promoted Surgeon Rear-Admiral, and has been appointed Command Medical Officer, Nore Command, and Medical Officer-in-charge, Royal Naval Hospital, Chatham, with effect from April 19. Surgeon Capt. Beach received the O.B.E. in the Birthday Honours, 1949.

H.M.S. Bulwark, commissioned in January as Britain's first commando carrier, returned to Portsmouth on February 22 after three weeks' working up trials off Portland.

H.M.S. Darlaston, a coastal minesweeper, is to be transferred to the Royal Malaysian Navy. The vessel sailed from Plymouth on February 22 for Singapore and on arrival will be handed over to the Royal Malaysian Navy by the Commander-in-Chief, Far East Station, and renamed H.M.M.S. Mahamiru.

The United Kingdom High Commissioner for the Federation of Malaya visited Darlaston at Plymouth on February 19.

H.M.S. Discovery, built by the National Geographical Society for Capt. Scott's first expedition and was in the Antarctic for two winters in 1902 and 1903, is to become the London recruiting headquarters of the Royal Navy and Royal Marines.

The ship will leave her present berth alongside the Embankment in March for a refit at Chatham dockyard which will last for about four months.

Discovery will continue to be open to the public after her refit and will still be available for the training of Sea Cadets and Sea Scouts.

Royal Naval Field Gun teams will be giving their usual displays at Earls Court during the Royal Tournament, which this year commences on June 21 and ends on Saturday, July 9.

The competition for the three cups to be competed for will commence on June 25, but displays will be given on the previous four days.

The massed bands of the Royal Marines will Beat Retreat on June 9 on the Horse Guards Parade in honour of the Birthday of His Royal Highness the Duke of Edinburgh, the Captain General of the Royal Marines.

The Royal Naval Sick Berth Staff Retired Members' Association will be holding its annual reunion dinner and dance on Saturday, May 7, at the Westminster Arms, Page Street, London, S.W.1. Further information can be obtained from the Hon. Secretary and Treasurer, J. W. Jack, 36 Rose Glen, Kingsbury, London, N.W.9.

WHY? WHAT? WHERE? WHEN?

Answers to questions 'thrown at' Personnel Liaison Team

WHENEVER the Second Sea Lord's Personnel Liaison Team visits a ship or establishment, many questions are "thrown at" the team, the answers to which are not always readily available. These questions are not forgotten, as the answers to some of the questions during the team's visit to Plymouth here given, show.

Why is there no suitable item of warm clothing that junior ratings could wear with No. 8s in cold weather; something on the lines of a zip-fastener jacket was suggested?

The Personnel Liaison Team understands that this is being considered by the A.U.C.C. (Admiralty Uniform and Clothing Committee) in the near future.

Are there any circumstances under which a single man may be paid Home to Duty Travelling Expenses if he has been granted Ration Allowance for compassionate reasons?

None whatsoever.

Does a widow on re-marrying continue to draw Service and State Pension?

She loses her Service pension and it seems equally certain that she would lose any State pension, but this is outside the Admiralty's province and can easily be ascertained from any local office of the Ministry of Pensions and National Insurance. (Publication of an A.F.O. setting out the revised rules on Service Widow's Pension as under the 1959 Pension Code, is imminent.)

Are any deductions made from a Service pension on reaching the age of 65 and qualifying for a State Retirement Pension?

A deduction of 4d. per week for every year of pensionable service is made, e.g., 7s. 4d. per week is deducted for 22 years. However, this only affects those who entered or re-entered for service on or after July 1, 1949, and the deduction is not made until a man actually draws his State Retirement Pension. Similar rules would apply to any additional Government pension, e.g., Civil Service, Post Office, etc.

Is the Long Service and Good Conduct Gratuity paid out of Lloyd's Funds? If not, from where is it paid and is it likely to be increased?

To the first part of the question, the answer is No—this gratuity is paid out of Admiralty Vote. It is most unlikely to be increased and a point worthy of reflection is that the Army and R.A.F. require 18 years' service to qualify for a gratuity of only £5 and payment is not made until they are discharged from the Service.

Does a man who has been awarded the above gratuity receive £1 per year thereafter until he goes to pension?

He receives £1 per year for every year's service over 15 years provided of course he retains his Long Service and Good Conduct Medal, and the money is payable on leaving the Service.

Have detachable plastic cap covers been withdrawn?

No. At October, 1959, some 14,000 were held in stock by the Plymouth Command.

Has A.F.O. 2408/50 ever been cancelled? This stated that C.P.O.s accepted for "fifth five" engagements would not affect petty officers waiting-time on the rosters.

A.F.O. 2408/50 was cancelled by A.F.O. 282/52 which has itself been cancelled as sufficiently promulgated. There is no doubt that men accepted for a "fifth five" are included in the total numbers allowed for their rate and do therefore affect advancement in exactly the same way as men on any other engagement except N.C.S. (Note.—Any A.F.O. more than two years' old which is not brought up-to-date, reprinted or incorporated in existing regulations, can be assumed to be cancelled.)

What was the result of the trials carried out in Malta in 1952 on No. 6 trousers and an open-necked shirt for Senior Ratings to wear on shore in lieu of No. 6s?

Trials were carried out as stated, but the idea was abandoned as being completely unsatisfactory. However,

The Hounslow branch of the Royal Naval Association holds its Birthday Dinner and Social on May 7.

H.M.S. Collingwood is to stage an Easter Revue—"All This an' That"—the first night being April 4.

this was again considered by the A.U.C.C. very recently.

What progress has been made with the trials of (a) Anodised buttons and (b) Terylene wool material for No. 1 suits? Can (b) be bought privately?

The possible introduction of anodised buttons depends largely on the results of trials being carried out in the Army.

Terylene wool is only one of several materials being considered by the Admiralty as a possible alternative to the present cloth suiting. No suitable alternative has yet been found. Unless and until a new suiting has been approved by Admiralty it cannot be bought from any source.

Is the Service Gratuity of £100 and £150 payable after 12 and 14 years respectively under review in the light of the large increase of "Terminal grant" after 22 years' service?

The 1960 Pay Code has been issued since this question was asked and the answer is contained in that Code. Note.—It must be pointed out that this payment after 12 and 14 years is termed "Service Gratuity" and should not be confused with "Terminal Grant" which is related to pension.

Is it intended to continue the £100 re-engagement bounty for Artificer Entry, their terms of engagement still being 12 and 10 years?

This bounty will cease when the remainder of General Service ratings now serving have either transferred to L.S. 1 or 2 or have re-engaged to complete time for pension.

Are Recruiters now selected from Active Service ratings; are they men on "fifth five" engagements; how long do they serve in the Recruiting Service?

In the very near future an Admiralty Fleet Order will appear which will explain the regulations pertaining to the Recruiting Service.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engine Room Artificer
J. N. Weston MX 778303, W. J. Bowyer MX 803657, R. A. Summers MX 803719.
To Chief Mechanician
A. E. Reeves KX 88523.
To Stores Chief Petty Officer (V)
D. G. Saunders MX 58704.
To Chief Joiner
J. H. Derrick MX 801410.
To Chief Radio Electrician
J. L. Hawker MX 759139.
To Chief Petty Officer Writer
A. R. Grinter MX 761970.
To Chief Petty Officer Steward
E. Griffin LX 766132.
To Chief Radio Communication Supervisor
G. Reed JX 712808.
To Chief Communication Yeoman
C. E. Stubbs JX 155552.
To Sick Berth Chief Petty Officer
P. H. Mason MX 817688.
To Chief Engineering Mechanician
A. Winterbottom KX 97785, R. Trella KX 91776, C. A. F. French KX 848984, N. Burrows KX 95664, W. Kilshaw KX 88588.
To Chief Petty Officer
G. E. Buxton JX 777933, P. N. Roeder JX 157633, W. N. Holmes JX 156361, F. Dean JX 143919.
To Master-at-Arms
H. W. Jamieson MX 745314.
To Chief Shipwright Artificer
W. J. T. Cornhill MX 67508.
To Acting Chief Aircraft Artificer
L. F. 512949 A. E. A. Harper.
To Acting Chief Aircraft Mechanician
L. F. 76619 P. E. Kirby.
To Chief Air Fitter (O)
L. F. 572737 A. C. Longly, L. F. 98308 R. J. McCullough.
To Chief Airman (A/H)
L. F. 882147 W. A. S. Coleman.
To Acting Chief Electrical Artificer (Air)
L. F. 100252 A. J. Ingram.
To Acting Chief Radio Electrical Artificer (Air)
L. F. 857473 J. D. Clarke.
To Chief Wren (Clothing)
58276 I. J. Snelson.

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CLIMBERS ON TOP OF KILIMANJARO

Christmas Eve assault

A PARTY of 16 officers and men from H.M.S. Gambia (Capt. W. J. Munn, D.S.O., O.B.E., R.N.) took part in an expedition to Kilimanjaro, the highest mountain on the African continent, while the ship was at Mombasa during the Christmas period.

Kilimanjaro, lying on the Kenya-Tanganyika frontier, is an equatorial curiosity and is one of the rare places where permanent snowfields may be found near the Equator. Its ascent does not involve any difficulty climbing but, as anticipated, the extremes of climate encountered and the unavoidable rapid gaining of height which makes acclimatisation impossible, combined to make the climb just about the toughest endurance test ever experienced by the men.

ALTITUDE EFFECTS

The ascent took a total of five days. The mountain was approached through rain forest allegedly teeming with many varieties of big game,

although none were seen. Two nights were spent in caves before the top hut, at 15,000 feet, was reached. The altitude effects here caused widespread headaches together with loss of sleep and appetite, and a prodigious number of codeine tablets were consumed.

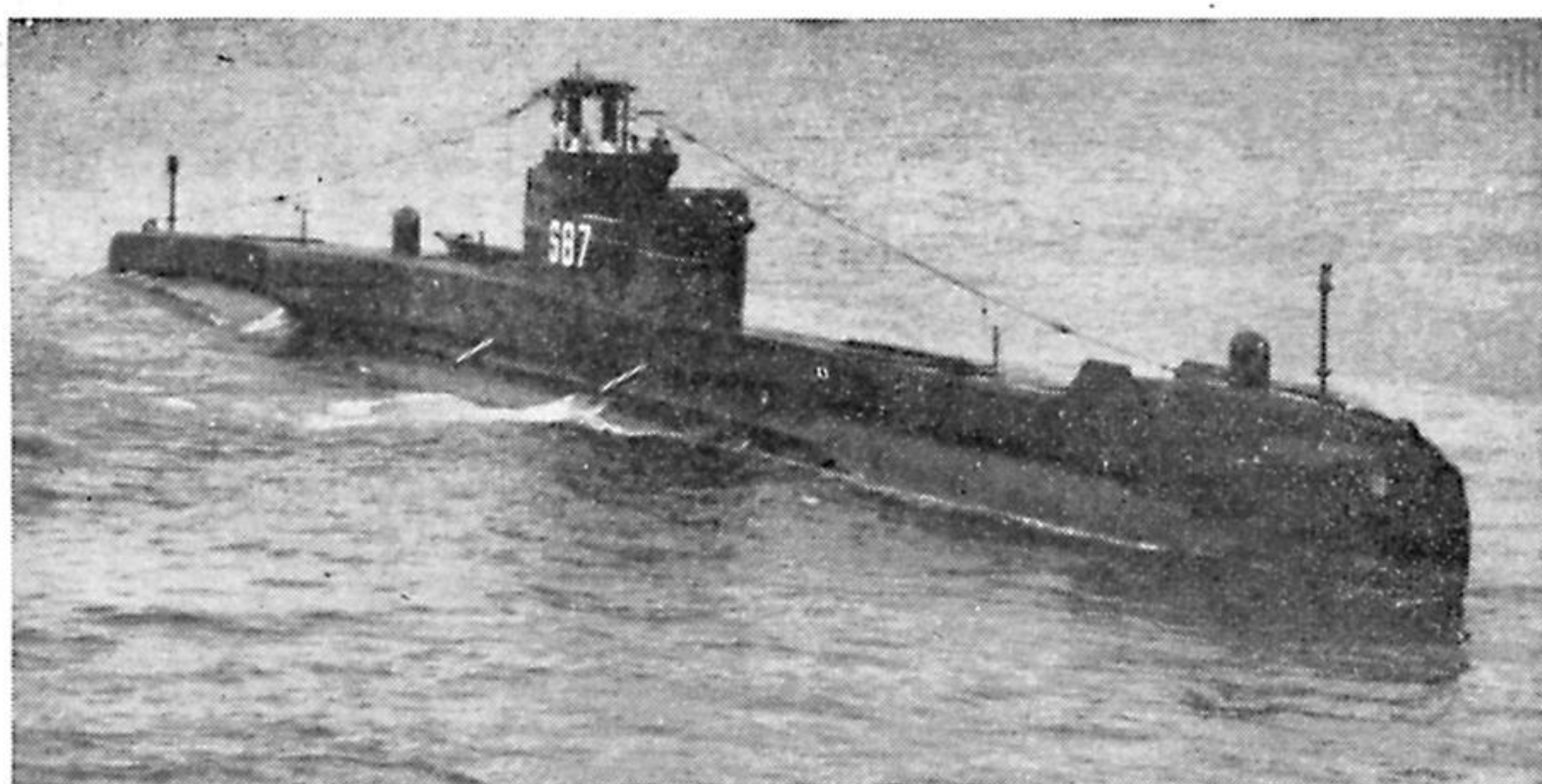
The climb to the summit (we might call it the assault because at times it looked somewhat reminiscent of a battlefield!) started at 2 a.m. on Christmas Eve on a clear but agonisingly cold night. Moving stiffly in the pale moonlight above a sea of clouds which seemed to cover all Africa, the silent file of men slowly moved up the scree slopes of the mountain. The altitude began to take its toll as breath became shorter, legs more leaden and halts more frequent. Fingers and toes particularly became numb with cold and on the verge of frostbite. The warmth and grandeur of dawn were equally enjoyed.

The climbers had now reached about 18,000 feet and some were severely affected by altitude. One man retched blood and went back to the hut, another could not stand either the cold or the height and also descended. One young officer arrived back at the hut having lost one shoe and in such a state that he obviously did not know Christmas from Easter!

UNFORGETTABLE EXPERIENCE

The majority, however, although slowed by the lack of oxygen in the air, forced slowly on in improving weather first to the summit crater rim at 18,500 feet and then on to the very highest point on the crater rim at 19,340 feet. This last drag was exhausting in the extreme and the nine men who got to the very top admitted that it had taken every shred of their mental and physical strength to make it. But it was a glorious and unforgettable experience to get there.

The most impressive performance was undoubtedly put up by the oldest hand in the party, Lieut.-Cdr. Philip Pile, who is 40. In the fashion of old stagers he went slowly at the bottom but kept going steadily all the way to the top. All four Royal Marines in the party attained the summit.



H.M.S. Tally Ho

H.M.S. Tally Ho lived up to her name

STEAMED 211,630 MILES DURING HER EVENTFUL CAREER

ON January 16 a grand old lady returned to Dolphin at the end of her final commission. During her war career, under the command of Cdr. L. W. A. Bennington, R.N., D.S.O., D.S.C., she lived up to her name, Tally Ho, by rigorously hunting out the enemy, scoring a high number of successes.

After being commissioned in April, 1943 Tally Ho worked up with the 3rd Flotilla at Holy Loch, following which she carried out an uneventful patrol off the Norwegian coast. She was then sent out to join the Mediterranean Fleet, in time to witness the surrender of Italy. Following the capitulation a large number of submarines were transferred from the Mediterranean to the Far East, including Tally Ho, to join the 4th Flotilla and H.M.S. Adamant at Colombo.

Tally Ho, commanded by Lieut.-Cdr. L. W. A. Bennington, had a most eventful patrol in her new flotilla, marred by a series of torpedo failures. She sailed from Colombo on October, 26, 1943 to carry out a close patrol off Penang.

DEPTH-CHARGE ATTACK

Her first contact with the enemy was the sighting of a German U-boat on November 6, at dusk; five torpedoes were fired, all missing; in fact one torpedo turned sharp left and ran down the port side of Tally Ho.

Two days later after a short depth charge attack by an escort vessel, Bennington attacked a merchant ship with two torpedoes. Again they ran badly, one torpedo turning to port and running very close to Tally Ho, who went deep with alacrity. On the 10th whilst off Langkan Island, north of Penang, Bennington attacked a convoy firing five torpedoes. Shortly after hearing a large explosion, a torpedo was heard returning on the starboard side; once again Tally Ho went deep and the torpedo passed overhead. The ship sunk in the convoy was the Japanese tanker Kisogawa Maru, 1,914 tons.

After two more incidents Tally Ho returned to Colombo. In his patrol report, Bennington remarked, "One cannot help feeling sore about the torpedoes. To be chased three times in one patrol by one's own maddened torpedoes is surely an aspect of war which would lead one's mother to write a stiffish note to the Prime Minister."

CRUISER SUNK

At the beginning of 1944 Tally Ho carried out an eventful patrol in the Malacca Straits. After landing agents, she had the good fortune to meet up with the Japanese cruiser Kuma, but an attack was not possible. Two days later the same cruiser was again sighted and Bennington fired seven torpedoes, two of which hit, sinking the 5,700-ton warship. An escorting destroyer counter-attacked, which Tally Ho evaded by keeping close inshore.

A few days later on a moonless night the M.V. Ryuko Maru was attacked and sank.

Tally Ho's next patrol during February, 1944 was again eventful, during which she had a very narrow escape from disaster. On February 15 a U-boat was sighted, attacked and sunk. Several days later the vessel Daigen Maru was sunk. Then on February 24 Tally Ho encountered a

torpedo boat at close quarters while on the surface at night. As the T.B. was too close to avoid by diving, violent avoiding action was taken on the surface.

A collision resulted on the T.B.'s second attempt to ram, and the T.B.'s propeller ripped open Tally Ho's port main ballast tanks. Tally Ho eventually evaded the T.B. by diving. Disaster was only avoided after the collision by skilful handling on the part of Bennington, who got Tally Ho successfully back to Trincomalee, despite a heavy list to port when on the surface.

Tally Ho carried out five more patrols during 1944. Bennington was promoted to commander and continued in command. During these patrols two small transports and a number of junks were sunk, and a minefield was laid. At the end of 1944 Tally Ho returned to the U.K. for a refit.

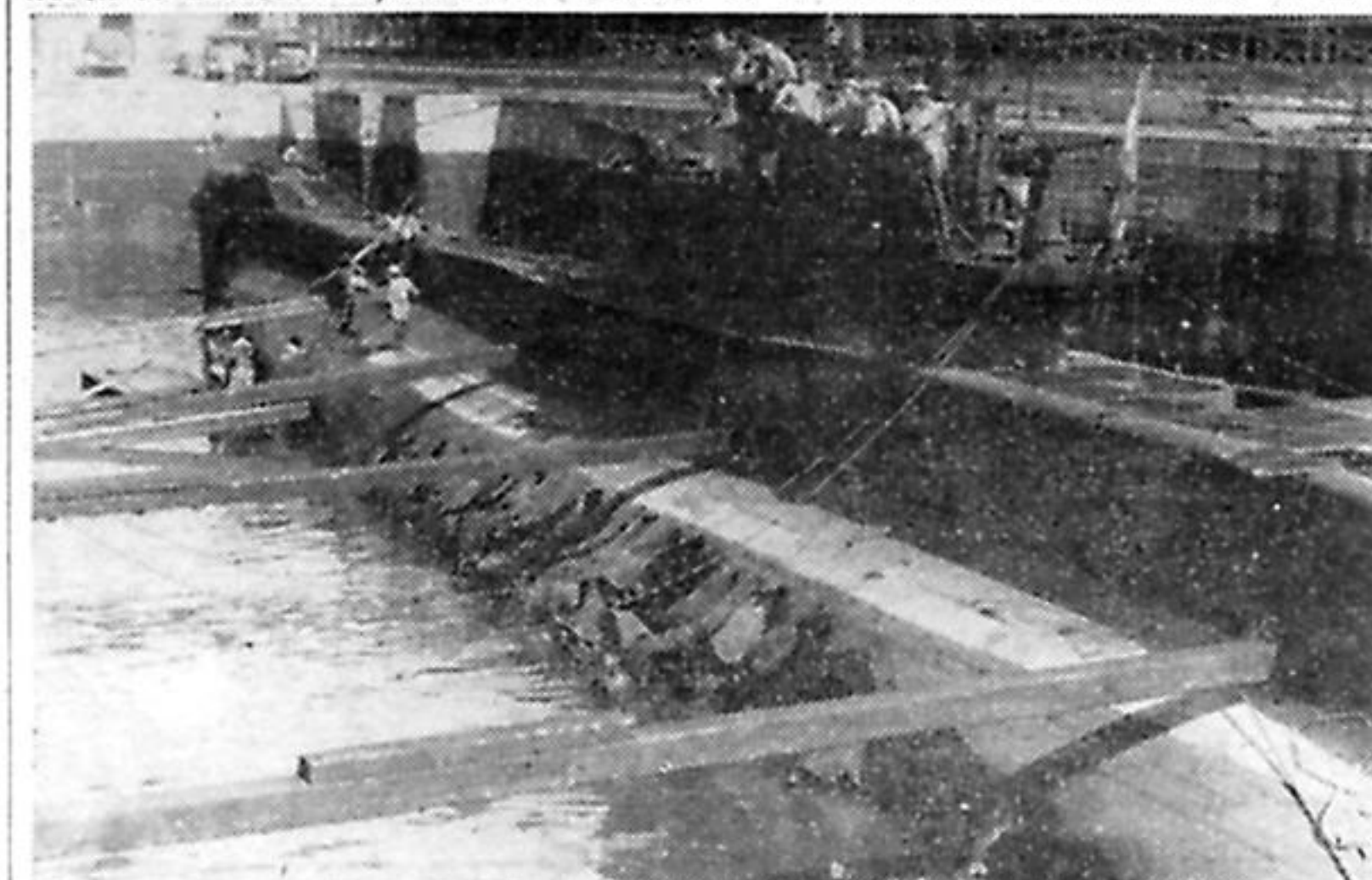
Since the war Tally Ho has served in a variety of places. After her refit in 1945 she returned to the Far East, joining the 6th Submarine Flotilla in Australia. She sailed from Sydney in July, 1946 for a cruise around the South Sea Islands, eventually going north to Kure in Japan. After a short

stay in Japanese waters Tally Ho sailed for England.

From 1947 till 1955 Tally Ho spent several commissions in the third squadron at Rosyth, during this period she spent two periods on loan to the R.C.N., in 1949 and 1954. During these periods she visited Halifax, her base, New London, the U.S. submarine base, and Bermuda.

At the beginning of 1955 Tally Ho sailed for Malta to join the first submarine squadron. During the latter half of 1956 Tally Ho visited her old stamping ground; she was sent on a tour of the Indian Ocean, where she visited Colombo, Trincomalee, Port Louis in Mauritius, Simonstown and back to Malta. During the rest of her stay in Malta she worked with the Mediterranean Fleet and went on occasional visits to French or Italian ports.

Tally Ho, built by Vickers Armstrong at Barrow-in-Furness in 1942, first commissioned in April, 1943, sailed from Malta under the command of Lieut. P. A. Melhuish, for her last voyage on January 4, 1960. She arrived at Fort Blockhouse on January 16, after steaming a distance of 211,630 miles since April, 1943.



Tally Ho in dock at Colombo in March, 1944. The damage to the casing is clearly seen. The Japanese escort which rammed her beached herself

INTER-SERVICE LIAISON AT SINGAPORE

THE liaison between the three Services in Singapore is very active and new ships are attached to Army and Royal Air Force units as soon as they arrive on the Station.

The value of this form of inter-service contact is amply displayed by frequent sports fixtures between the ships and their shore-based counterparts and by trips to sea in H.M. ships by officers and men of the Army and Royal Air Force.

An outstanding example of good liaison is that between H.M.S. Caprice and No. 205 R.A.F. Squadron of the R.A.F. Station, Changi. Not only have they frequently met on exercises and for mail drops to H.M.S. Caprice, but considerable numbers of officers and men have been to sea in the ship for periods of up to a week, while members of the ship's company have enjoyed several flights in the Squadron's Shackleton aircraft.

The liaison culminated over Christmas in a large number of officers and ratings of the ship being invited to stay in the homes of the families of the Squadron.

DARING AND CROSSBOW VISIT BONE

H.M. Ships Daring and Crossbow paid a successful visit to Bone between January 8 and 11. At a reception at the Town Hall, attended by the ships' officers, Monsieur Grauby, the Mayor, made a speech of welcome in which he said that it was the first visit of British warships for a long time and he expressed the hope that, as the swallow announces the spring, so this visit would herald an era of peace and a renewal of the ties between the two countries.

Capt. C. P. Mills, C.B.E., D.S.C., R.N., of H.M.S. Daring, laid a wreath in the English cemetery on the memorial to British Servicemen.

A cocktail party was held in H.M.S. Daring and football and rugby matches were played, with varying fortune, against local teams.



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ADAMANT'S LINK WITH ST. KILDA

Death of Countess Mountbatten

THE unexpected death, at the comparatively early age of 58, of Countess Mountbatten of Burma, wife of Admiral of the Fleet, the Earl Mountbatten, came as a great shock to many people. The countess died in her sleep at Jesselton, North Borneo, on February 20.

The body of Countess Mountbatten was flown to England and after resting at Lord Mountbatten's country home, Broadlands, Romsey, overnight, was taken to Portsmouth for burial at sea in accordance with her wish.

The coffin was taken out to sea in H.M.S. Wakeful and the funeral service took place about 12 miles south of Portsmouth.

At the request of the Indian Government, the Indian frigate Trishul escorted the Wakeful.

The Archbishop of Canterbury, Dr. Fisher, conducted the service.

In addition to Earl Mountbatten and members of his family, the mourners included the Duke of Edinburgh and his mother, Princess Alice of Greece.

The Indian High Commissioner was represented on board Trishul by Capt. J. David, I.N.

Royal Navy to take copy of Laws of Oleron to place of origin

AT the beginning of June this year the sixth century of the origin of the Admiralty Court of England will be celebrated. The central feature of the celebration is to be a service at St. Paul's Cathedral on Wednesday, June 1, planned in conjunction with the Admiralty, at which the Archbishop of Canterbury will give an address.

The Lord Chancellor, the Lord Mayor of London, members of the Board of Admiralty and of the Admiralty Bench will be invited, and it is hoped that the service will be attended by other representatives of the Royal Navy, the legal profession and shipping and commercial interests from Commonwealth, colonial and overseas countries.

At this service an illuminated copy of the Laws of Oleron, one of the sources of our Law of the Sea, will be handed over to the Royal Navy to be taken in one of H.M. ships, as a gift, to the people of the Island of Oleron, near La Rochelle, where the 800th anniversary of the promulgation of those laws by Eleanor of Aquitaine, wife of Henry II of England, is being celebrated between June 9 and 12.

The celebration in London will extend from Tuesday, May 31 to Thursday, June 2. It is hoped that it will include a Government reception at which the Lord Chancellor and the First Lord of the Admiralty would be the hosts. Other entertainments will be given each day by shipping and commercial bodies in this country.

HE STARTED THE NAVAL AIR SERVICE

IT has been stated that Rear-Admiral Sir Murray Fraser Sueter, who died aged 87 on February 3, was the creator of the Royal Naval Air Service.

In 1908 he became the Inspecting Captain of Airships—the only form of flying with which the Navy was occupied at that time—but with the formation of the Royal Flying Corps in 1912 he established its Naval wing which became known as the Royal Naval Air Service.

He was the pioneer of various activities and one activity was that before the First World War he worked on the production of launching gear for the discharge of a torpedo from the air and in consequence history was made when an ammunition ship and two other enemy vessels were torpedoed from a seaplane during the Dardanelles operations.

Force 8 gale kept Chaplain away—but carol service held by radio

ST. Kilda, the most remote island in the Outer Hebrides, 140 miles west of the mainland of Scotland, was evacuated of its few inhabitants in 1930. From that time until 1957, when a Royal Air Force unit arrived to set up a rocket impact spotting station, the island had only the great Atlantic rollers and the cries of its colonies of sea birds to break the silence.

The rocket impact spotting station is now manned by a detachment of the Royal Artillery on what must be the loneliest Service post in the U.K.

The "bright lights" of St. Kilda consist of a Nissen hut recreation room situated on the rock-bound shore of this two-mile by three-mile island, but with increased activity in pastimes such as cliff climbing, football, swimming and even bird watching the spirit of the new inhabitants is high. The occasional arrival of the stores boat from the mainland provides a link with civilisation and, of course, the eagerly-awaited mail.

Adamant visited St. Kilda in July, 1959, and the ship's company had an energetic day exploring the island and meeting the men of the tracking station. The Squadron Chaplain celebrated Holy Communion for those on the island and arranged to pay another visit to hold Christmas services for these lonely warriors.

As Christmas approached weather forecasts became worse and when on December 16, the Chaplain set off for St. Kilda in a trawler from Benbecula on the mainland, it was blowing a force eight gale. Shortly after arriving at St. Kilda, the Chaplain

had to leave again in worsening conditions, and before he had time to conduct his services.

A stormy 24-hour trip back—a phone call to Adamant—and the next stage in the Operation "Christmas Carol" was under way.

The Royal Signals on St. Kilda and the Communicators in Adamant established radio contact—an aircraft dropped carol cards—and the carol service in Adamant was joined by the St. Kildans grouped in their recreation room, around the loud-speaker. Reception was loud and clear and by all accounts, well appreciated.

At a later date, January 19, during a spell at sea with the 3rd Sm. Squadron frigates, Blackwood and Exmouth, the squadron chaplain managed to get ashore on the island for two hours and conducted Evensong and celebrated Holy Communion with the men of the unit.

As a result of the ever-growing friendship with the St. Kilda Detachment, the Commanding Officer has invited members of the squadron to spend some leave on the island. This is being considered and no doubt next summer some Jolly Jacks will be watching some real "birds" on St. Kilda.



Landing at St. Kilda. The only landing at St. Kilda is too shallow for the ship's boat at low tide. The ship's boat is lying off and liberty men are landing in a flat-bottomed boat—warping into the jetty

H.M.S. Torquay 'Adopted'

H.M.S. Torquay (Commander B. H. G. M. Baynham, R.N.) was "adopted" by the citizens of Torquay at a pleasing ceremony in Portsmouth Dockyard on February 23.

The ceremony which took place on the ship's quarter deck in the presence of the ship's company and their friends, was attended by civic dignitaries from Torquay—the Mayor and the Mayoress, Alderman and Mrs. J. F. Haarer, and the Deputy Mayor and Mayoress, Councillor and Mrs. H. Stanway.

The London and the Kent, the last two of the four "County" class guided-missile destroyers, were laid down—the London at Swan Hunter & Wigham Richardson's yard at Wallsend on Tyne—on February 25, and the Kent at Harland & Wolff's yard at Belfast on March 1.

Gifts were exchanged at the ceremony—Mrs. Haarer presenting a silver rose bowl for the wardroom, and Councillor Stanway presenting a large tape-recorder for the ship's company, which was received by C.P.O. R. Clover. The Mayor presented to the ship an illuminated address recording the "adoption."

Cdr. Baynham handed to the Mayor a painting of the ship. The mayoral party, which had dined with the captain and officers on the previous evening, toured the ship after the ceremony, the Mayoress and Deputy Mayoress receiving bouquets from Junior Seaman P. White and Ordinary Seaman R. Latimer.

Australia Day in Vernon



Vice-Admiral H. M. Burrell, C.B., C.B.E., Chief of Naval Staff, Royal Australian Navy, visited H.M.S. Vernon very appropriately on Australia Day. He is seen meeting the Australian officers on the staff in H.M.S. Vernon accompanied by the Commanding Officer, Capt. M. C. Giles, D.S.O., O.B.E., G.M., R.N., and Cdr. H. E. Bailey, D.S.C., R.A.N., head of the Instructional Tactical Section in Vernon

TENTH LYNX RECOMMISSIONINGS

H.M.S. Lynx began her third commission on February 16 with a lively commissioning service held at Portsmouth in brilliant sunshine, which made the occasion a cheerful one, despite the ship being in the middle of an extensive refit and in dry dock.

The service was conducted by the Rev. John Armstrong, R.N., who is to succeed the Ven. F. D. Blunt, R.N., as Chaplain of the Fleet on March 15.

Lynx is the tenth ship to bear this name. All her predecessors have been small ships, but they have taken part in every major British naval campaign since the Seven Years War, when the first Lynx, a ten-gun sloop, was launched 199 years ago.

The sixth Lynx played an important part in Livingstone's expedition, so the

present Lynx, when she sails from home waters for the South Atlantic and South Americas Station in November of this year, will be able to claim an historic association with the African continent.

In the meanwhile the refit is expected to be completed in April and then, after working up at Portland, Lynx will join the Home Fleet until autumn.

The ship's new Commanding Officer is Capt. R. A. Begg, R.N., a gunnery specialist, who commanded the Battle class destroyer Corunna in the Mediterranean in 1954-5. In the following year he was Executive Officer in the Warrior, and in his present rank has spent two years in the Admiralty as Deputy-Director of the Gunnery Division.



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'Thank you very much for the efficient and courteous way you have dealt with us.' York, January, 1960. . . . 'I have been allotting to Bernards since 1928 and have found satisfaction in all my dealings for which I thank you.' Southsea, January, 1960. . . . 'It is very gratifying to know that they can be looked after, even though thousands of miles away, may you continue the good work you have so admirably done in the past.' H.M.S. *Caprice*, January, 1960. . . . 'I would like to compliment your staff on their high standard of workmanship. The quality of material, cutting and finish is of a very high order.' Dale, August, 1959. . . . 'All the many goods I have received from you have always given complete satisfaction in every way and I am sure I will get many more years service from most of them.' Lee-on-Solent, June, 1959.

Bernards combine an experience of more than 60 years with the best modern business practices of today so as to ensure a thoroughly satisfactory service at all times and that *Customers Really Do Buy Better at Bernards*.

Ask for full details of the Bernard Service and when it's two accounts only be sure that one of them is with Bernards.



Uniforms by Bernards

Splendidly tailored from fine materials uniforms by Bernards, express perfection in craftsmanship. Available Ready to Wear in a wide range of fittings or Tailored to your Special Measurements.

CLASS I AND III UNIFORMS

Doeskin £18.10.0 and £13.17.6 to Measure; £12.10.0 Ready to Wear. Diagonal Serge £17.5.0 and £12.5.0 to Measure; £10.19.6 Ready to Wear. T.76 Serge D.B. £7.15.0 to Measure; £7.2.6

Ready to Wear. Admiralty Drill £3.12.6. to Measure.

CLASS II UNIFORMS

Modified style, T.65 Serge £8.15.0 to Measure; £8.7.6 Ready to Wear. T.76 Serge £6.2.6. White Drill £5.5.0, both to Measure only.

Footwear by Bernards

Eatons, Lotus, John Whites, three of Britain's best shoe makers are suppliers of footwear to Bernards. The Gangway shoe as illustrated was specially designed for our naval customers and has a steel arch support. It is made from specially selected leathers and costs 59/6. A fully illustrated shoe catalogue will gladly be sent on request or may be obtained from a branch.



Plain Clothes by Bernards

A choice of first-class cloths, a high standard of tailoring and up-to-the-minute styling are combined to provide in Anglia Tailoring a sartorial standard second to none. There is a splendid selection of Ready-to-Wear clothing at all Bernard Branches and a wide range of patterns for Tailored-to-Measure men's wear. Orders may also be placed through Head Office, from where a style book and price details will gladly be sent. Lounge Suits Tailored to Measure £20.17.6, £16.0.0, £15.0.0, £12.2.6; Ready to Wear £14.17.6, £13.17.6, £11.0.0, £10.0.0. Blazers: £9.2.6, £8.5.0, £7.2.6, Ready to Wear; £14.12.6, £12.17.6, £8.17.6, £7.15.0, to Measure.

Sports Jackets: £10.10.0, £8.0.0, £6.10.0 to Measure; £9.12.6, £7.7.6, £5.17.6 Ready to Wear. Sports Trousers: £5.2.6, £4.0.0, £3.12.6 Ready to Wear.

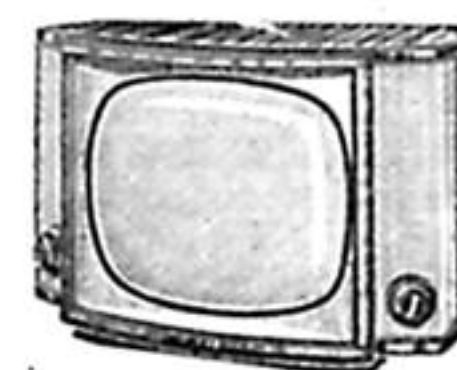


Outfitting by Bernards

Raincoats — Shirts — Knitwear — Ties — Fancy Waistcoats — Underwear — whatever accessories are required to be worn with Men's Wear by Bernards may be chosen with the certainty that a quality purchase will have been made on every occasion.



Radio and Television Receivers by Bernards



Tape Recorders by Bernards

Putting it on tape is becoming a very popular pastime. Bernards supply the Phillips, Grundig, Verdik, Walters and Elizabethan range.



Domestic Appliances by Bernards

All the best-known productions are available to Bernard customers and leaflets will be sent on request. H.P. Terms may be arranged over 12, 18 or 24 months.



Cycles and Cameras by Bernards



Royal Enfield Cycles and Cameras by Zeiss Ikon and Agfa provide an adequate choice for the cyclist or photographer.

A Royal Enfield De Luxe Tourist model costs £23.15.0, and a fully illustrated list of all the Royal Enfield models, will be sent on request. Cameras include standard models at £16.4.4 and £9.4.3 and Cine models at £43.3.2 and £50.2.9.

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FILM STAR ATTENDS SHOW Navy Days



Cary Grant with Captain S/M3 (Captain J. H. Adams, M.V.O., R.N.) on the quarterdeck of H.M.S. Adamant

IN NARWHAL Cary Grant visits Faslane

MR. Cary Grant visited the base at Faslane on Tuesday, February 2, to keep a delayed appointment with the Third Submarine Squadron.

He was to have visited the Squadron on January 25 to present a novel premiere of his latest film "Operation Petticoat" in the Depot Ship Adamant, but sickness prevented his attendance and the premiere was cancelled. "Operation Petticoat" is a hilarious comedy centred around a wartime U.S. submarine.

Mr. Grant, accompanied by representatives of the J. A. Rank film distributors, members of the press and photographers, arrived on board Adamant in the mid morning, met the Captain and was shown round the ship.

In the afternoon the party embarked in H.M. Submarine Narwhal for a two hour submerged trip in Loch Long. Narwhal carried out normal torpedo exercises during the trip and also showed how cinema was organised in the cramped space of a submarine. The film was "Operation Petticoat" of course—a submarine film screened in a submerged submarine with the star of the film in attendance—not bad.

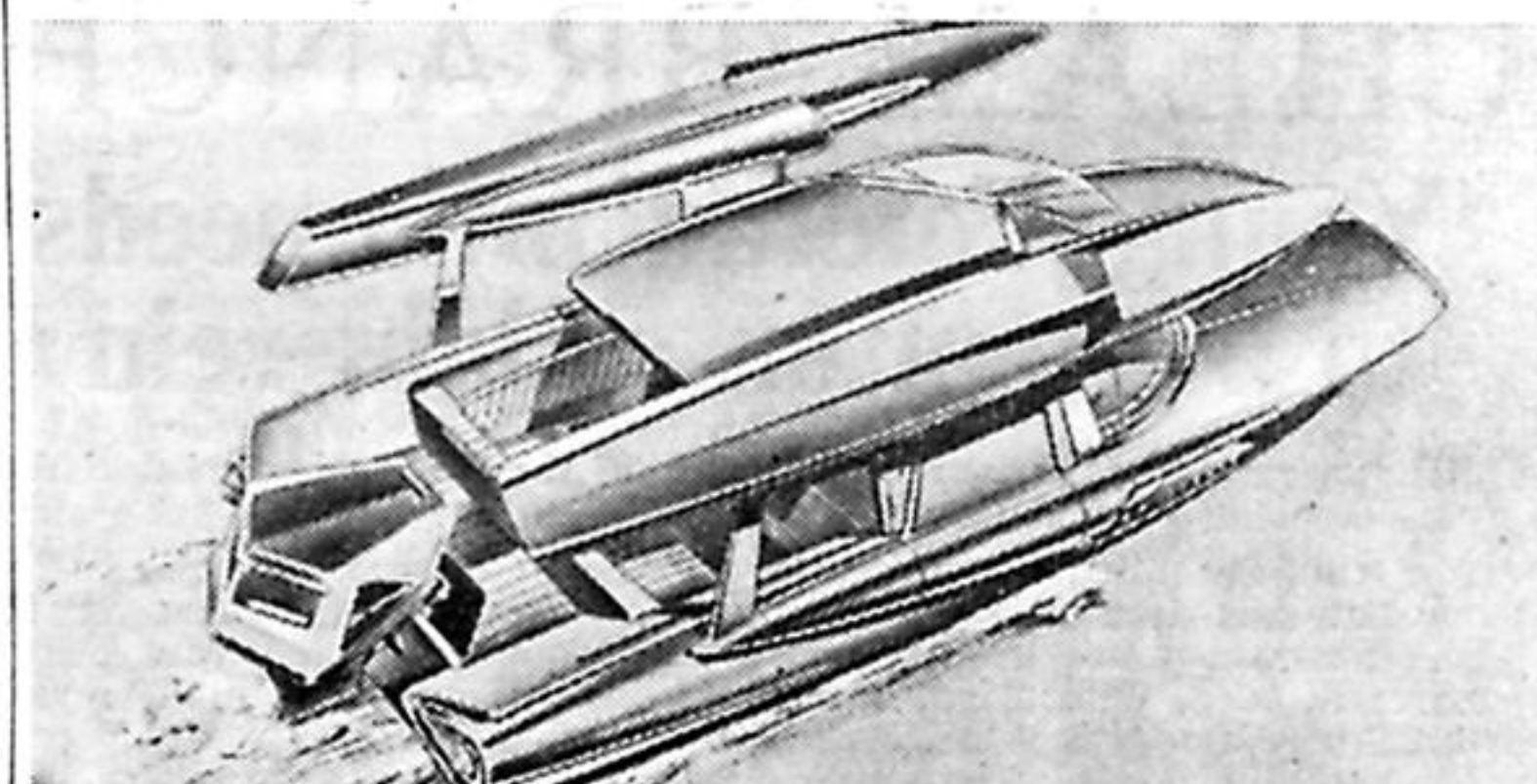
The honest enthusiasm of our guest and his obvious enjoyment of the day with the submariners more than made up for the disappointment of the cancelled film premiere the week before.

NAVY Days will be held at Chatham April 16-18 and as this will be the last occasion for such an affair at Chatham every effort is being made to make it a "bumper" effort.

Physical Training Instructors from the Nore Command are to give a high box vaulting display, which will also include a trampoline demonstration by E.R.A. Grant who is a Navy high diving expert. There will also be a parallel bar display.

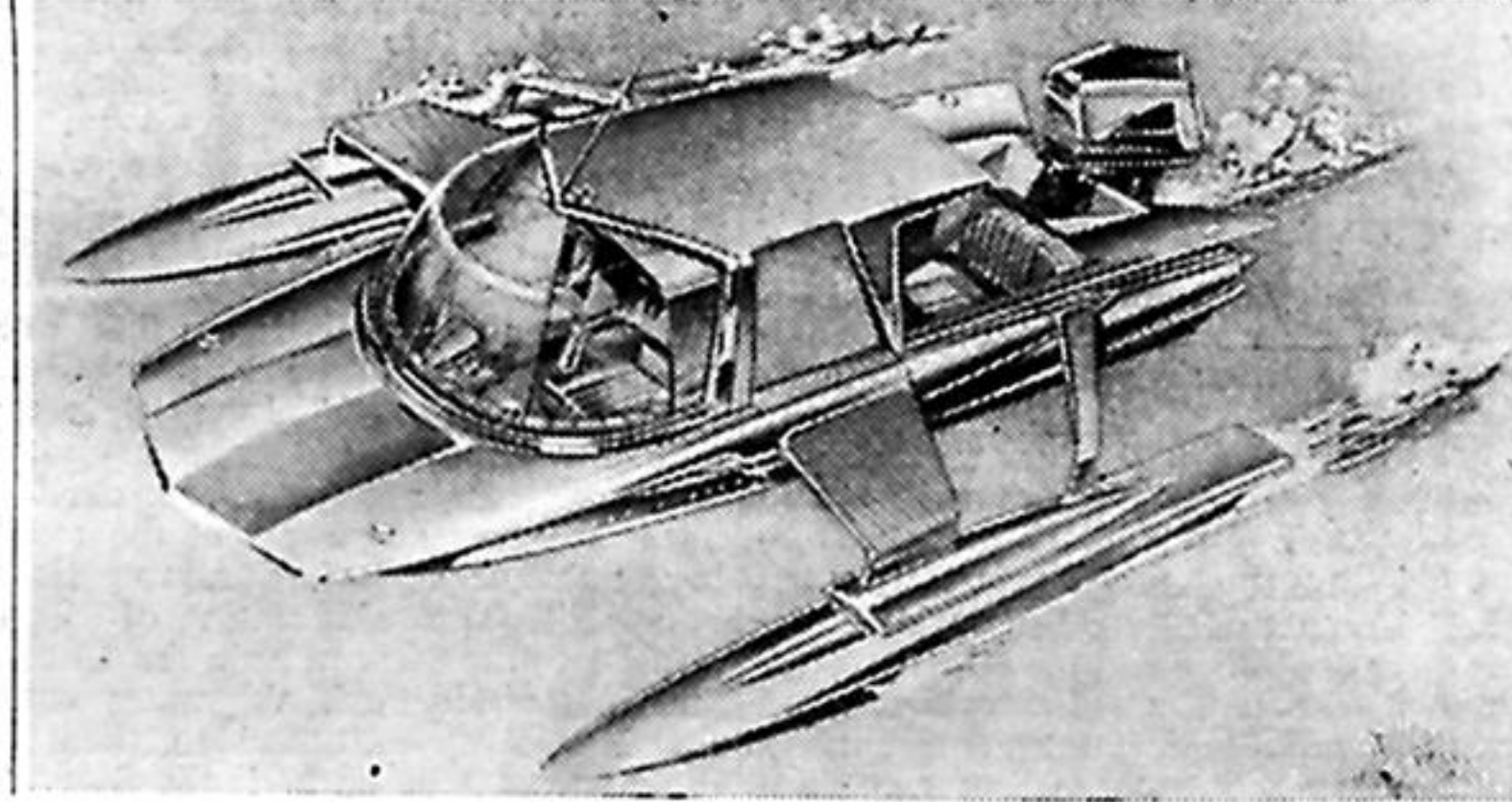
The establishments and ships contributing to this event are R.N. Barracks, R.M. Deal, H.M.S. Ganges and H.M.S. Hartland Point.

JETSTREAM



Created by industrial designer Brooks Stevens in collaboration with Naval architect Douglas Van Patten, the "Jetstream" is a 16-foot mahogany plywood runabout, with two 13-foot pontoons mounted to the hull on folding arms. It was commissioned by Evinrude Motors, outboard motor manufacturers, as part of their continuing programme of new boat design. Good performance at low speeds is achieved when the boat rides on its "primary" hull, with the pontoons raised (top picture). Boats utilising the hydrofoil concept have tended to have poor performance at low speeds. Fine performance at high speeds is attained by lowering the pontoons as the "Jetstream" approaches the maximum speed obtainable with the primary hull. The major hull then rises clear of the water as the boat begins to plane on the floats (bottom picture).

(Photograph—Oristano Associates, New York)



There's always a welcome in Australia SAILORS FIND LADIES TOO STRONG AT VIGORO GAME

In Memoriam

Ronald Reid Ewen, Marine, R.M.10012, R.M. Depot, Deal. Died January 27, 1960.

Lieut.-Colonel J. D. De'Ath, D.S.O., M.B.E., Royal Marines, R.M. Depot, Plymouth. Died February 1, 1960.

Frederick Archer Whiting, Radio Communication Operator 2, P/J.958880, H.M.S. Afrikander. Died February 2, 1960.

Lieut. P. G. C. Hallam, Royal Navy, H.M.S. Fulmar. Died February 3, 1960.

Richard Julian, Junior Seaman 1, P/J.983889, H.M.S. Ganges. Died February 6, 1960.

Lieut. R. W. D. Westlake, Royal Navy, H.M.S. Victorious. Died February 7, 1960.

William May, C.P.O. Engineering Mechanic, D/KX.97494, H.M.S. Pellew. Died February 7, 1960.

Miss E. M. D. Stapleton-Atkins, A.R.R.C., Superintending Sister, Q.A.R.N.S., R.N. Hospital, Haslar. Died February 8, 1960.

William Thomas Cornish, Cook (S), P/MX.58341, H.M.S. Solebay. Died February 11, 1960.

Alec Daniel Jones, Junior Radio Electrical Mechanic (A) 1, L/F. 975727, H.M.S. Heron. Died February 14, 1960.

Nore command wins W.R.N.S. inter-command Badminton

THE 1960 W.R.N.S. Inter-Command Badminton Championships were held in the Gymnasium, Royal Naval Barracks, Chatham (by kind permission of Commodore L. W. L. Argles, D.S.C.) on February 11 and 12.

For the first time an open singles championship was held, the reason being that there are to be singles events as well as doubles in the Inter-Service Badminton this year. The Inter-Service Badminton is due to take place at the Wimbledon Squash and Badminton Club on March 31 and April 1. The number of entries for the singles was most encouraging; the standard of play was high and proved that we have several good singles players in the Service. The Cup was eventually won by L. Wren M. Dunning, (Admiralty Unit), who beat Chief Wren Keyes (R.N.A.S. Yeovilton) 11-6, 11-9, in an exciting final.

DOUBLES

The doubles events proved equally exciting and the standard of play was considered to be higher than last year. Some very close matches were played, and the final result was not known until the last match, in which

(Continued in Column 2)

REPORTS from ships returning from Australian waters indicate the popularity of such visits. For example, 40 ratings of H.M.S. Finisterre, while the ship was at Bowen, travelled inland at the local council's expense to the Collinsville area to spend two days with families on farms and sheep stations, racing, shooting and attending keg parties.

The ship's company were also introduced in Bowen to the game of Vigoro, which sounds just the sort of game to be played in Australia. The local ladies' team was found too strong for the visitors, although the lunch previously given to the 30 sailors in H.M.S. Finisterre's team may have had some bearing on the result. (For the uninitiated, Vigoro is a game with similarities to both cricket and baseball.)

H.M.S. Finisterre spent Christmas in Melbourne, and as a result of advance publicity by the Lord Mayor's departments, over 150 invitations were received from Australians who wished to entertain the Royal Naval personnel, and during the stay further invitations were received.

PIRATES COLLAPSE

H.M.S. Solebay and H.M.S. Finisterre gave a party at Melbourne for 80 orphans. The ships are said to have suffered only slight structural damage but three pirate helpers collapsed from exhaustion. H.M.S. Solebay had full programmes of sporting and social events at Townsville and Mackay and in Melbourne the hospitality was overwhelming. Twelve ratings were given a week's leave from December 21 to January 2 and all successfully hitch-hiked from Mackay to Melbourne and were waiting as berthing party when the ship arrived. Over 6,000 local people visited the ship at Townsville and Mackay and 200 newly made friends were on the jetty to say farewell on January 2 at Melbourne.

H.M.S. Llandaff and H.M.S. Lagos also reported countless offers of traditional Australian hospitality. At Geelong H.M.S. Llandaff was visited by 3,800 people in 3½ hours on New Year's Day, while at Portland, H.M.S. Lagos had a total of 6,500 in one afternoon. (The normal population of Portland is only 4,000 to 5,000.) A special train, reminiscent of Emmett, brought guests along the

(Continued from column 1)

Nore Command first pair beat Air Command first pair 15-7, 15-13. The final placings were:

1. Nore, 8 points; 2. Air, 6 points; 3. Portsmouth/Plymouth, 2 points.

During this championship eight players were nominated for further trials for the R.N. Women's team.

The Badminton was thoroughly enjoyed by those who played as well as by the spectators. As this is possibly the last time the Inter-Command Badminton will take place in Chatham, it seemed fitting that Nore should win the Cup, which they last won in 1956.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

PUBLICITY DRIVE BY THE CHEAM BRANCH

'Young Veteran' who needs to be kept on a tight rein

THE Cheam and Worcester Park branch of the Royal Naval Association has appointed a publicity officer and he has got off to a flying start.

The publicity officer is Shipmate Percy Tray and since taking over this job he has managed to talk the local press of Morden, Wimbledon, Sutton and Cheam into giving the branch front page billing. Publicity posters and introductory letters dealing with association details have been placed in no fewer than 50 factories and public places.

All the local authorities have been most helpful and it is hoped that the publicity drive will bring the branch, and the Association, to the notice of a large number of Naval and ex-Naval men who, may be, did not know the Association existed, by bringing in new blood with new ideas and plenty of enthusiasm.

Perhaps Cheam and Worcester example could be followed by a national publicity drive to give the whole Association a "shot in the arm."

Since the middle of 1959 the branch has been fighting to get back on a sound footing and due to the hard work and support of all shipmates the branch is once again steady on its course.

The monthly dances have been extremely successful financially and socially. Credit is given to all shipmates but the real bouquet must go to Shipmate Stanton, the social secretary, for his untiring efforts. Over the festive season his efforts ensured that every child got its present. In referring to the support of the shipmates, the ladies section must not be forgotten, for any success the branch has had could not have been attained without their wholehearted and generous support.

The annual general meeting was held on January 22 and a good muster of members attended but there were

no "eager beavers" to take office. There were no major changes, the branch officers of the year being: chairman, Shipmate V. Bailey; vice-chairman, Shipmate Mathews; secretary Shipmate Coe; treasurer, Shipmate Cort; social secretary, Shipmate Stanton, G.M., and welfare officer, Shipmate Palmer.

The January dance was a huge success and it is felt that the easy-going, happy atmosphere was a contributory factor. This atmosphere abounds at all the dances arranged by the Cheam and Worcester Park Branch.

On Saturday, April 9, the branch is holding its fifth annual dinner and dance at the Royal Oak Hotel, New Malden, and provided the support is maintained there should be a full house and for the first time, the dinner and dance may pay for itself and not have to be subsidised.

The social secretary has a formidable social programme ahead of him. Whit-Sunday is the day of the Jutland rally and as this is the final one, or possibly so, to be held at Chatham it is a "must." June 19 is the date for the branch annual outing. A venue has not yet been decided but a number of people at the meeting murmured "what about Eastbourne?" The shipmates of Eastbourne branch know how the Cheam and Worcester Park shipmates value the hospitality extended to them in the past. September 17 is the date for the branch "stag outing." Cheam and Worcester Park is looking for somewhere within reasonable distance of Cheam, so any branch which wants an excuse for a "stag night" at their club should get in touch with Cheam's secretary.

It is hoped this year to have a

good muster of shipmates for the annual parade and reunion, plans for which are being made.

Branches within easy reach of Cheam are always welcome to put in a visit when a monthly dance is being held. The charge is very small—only 2s. 6d. Cheam and Worcester Park members are always ready to visit other branches and attend social and other events but the secretary has said that he would like plenty of warning as the branch has a pretty full social programme as it is.

Regarding Herts branch veteran, Cheam and Worcester Park cannot quite come up to 88 but the branch is proud of Shipmate Jack Young, a "young veteran" of 83 who never misses a meeting or a social event and incidentally works for his living over the week-ends. It is said, however, that the branch has to keep a tight rein on this "young veteran."

NO CHANGE AT LOWESTOFT

THE faith that the Lowestoft Branch of the Royal Naval Association has in its officers was clearly demonstrated at the Annual General Meeting when no changes were made in the officers and committee.

The social secretary and vice-president, Shipmate Chipperfield, who has worked like a slave to keep the members of the branch happy and the "wonderful band of ladies" who have looked after the interest of the members with a smile on their faces and a twinkle in their eyes, get a special mention for their efforts.

If the present year is as full of activities as the last year, Lowestoft Branch is going to be kept very busy.

The biggest success of last year was the parade and memorial service which was held to celebrate the centenary of the Royal Naval Reserve. Three hundred shipmates marched to the Patrol Service Memorial and laid wreaths on behalf of numerous branches of No. 5 Area. Many shipmates travelled from all over the country, but although the affair was televised and on the radio, the Headquarters Standard was not presented—an omission greatly to be regretted. Lowestoft members were sorry too that no representative from Headquarters Roll was present.

It is felt that as the memorial service was televised consideration should be given to having the Annual Reunion similarly covered.

Last year £450 was raised and 26 shipmates had an enjoyable holiday by the sea at Lord Kitchener's Holiday Home where two beds are endowed by the Royal Naval Benevolent Trust, and this year the Lowestoft Branch is supporting this worthwhile effort again.

Shipmates in need of a good and cheap holiday should get in touch with the R.N.B.T. Secretary or with the secretary of the Lowestoft branch for further information.

TWO HUNDRED AT FIRST ANNUAL DINNER

THE Blackhall branch of the Royal Naval Association, which has only been in existence just 12 months, held its first annual dinner and dance on February 27 when nearly 200 shipmates, their families and friends were present.

This large number speaks volumes for the enthusiasm of the members.

Following up a splendid children's outing last August when the shipmates' children were taken to Whitley Bay, the branch gave a party at Christmas when 76 were entertained with tea, shows and each received a present from Father Christmas.

Newton Abbot could do with more active support

WHEN the Newton Abbot branch of the Royal Naval Association held its Annual General Meeting on January 29 the chairman, Shipmate W. G. Langridge referred to the lack of active support from members.

Speaking of the attendance at monthly meetings he said, "I feel that this is one of the ways members can show their appreciation to the committee. At present only about 20 per cent of the members attend monthly meetings. The committee has worked hard and has been a great success, and I think the only way we can keep together is by more support from other members."

The secretary, Shipmate C. D. Lewis, stated in his report that there were 112 members.

The treasurer, Shipmate J. H. Brock, said that the year had been a financial success and there was now a total of over £81 in the benevolent fund.

Mrs. M. Mills, chairman of the

women's section, mentioned that the year had been very good and gave details of future events—one of which will be a jumble sale. Half the proceeds would be given to the World Refugee Fund.

Mrs. W. G. Langridge, the secretary of the women's section, referred to the year's working, the high-light of which was the autumn fair.

The president of the branch, Capt. E. C. Fenton, R.N., told the members present of the work of the Royal Navy today, giving details of its present composition, etc.

The president, chairman, treasurer and secretary were re-elected to the various offices and Shipmate H. Leighton was elected vice-chairman, following the resignation of Shipmate L. Palk.

Committee members elected were Shipmates J. Millman, R. Dolbear, G. Bourne, C. Northway, J. Cliffe, T. Murphy and Mrs. M. Mills and Mrs. J. Palk. Mrs. Mills, Miss Poole and Mrs. Langridge were re-elected as officials of the women's section.

The annual dinner and dance will be held on Saturday, March 26, at the Courtenay Restaurant, Newton Abbot.

ANNUAL CONFERENCE

THIS year's annual conference will be held on June 25 at Plymouth. Branch secretaries are in possession of all details.

FROST DID NOT SPOIL CARDIFF'S ANNUAL DINNER

THE sixth Annual Dinner of the Cardiff branch of the Royal Naval Association held on January 14, proved beyond doubt, the most enjoyable in the branch's short history.

Despite the freezing conditions prevailing on the night some 78 members, wives and friends braved the bitter elements.

Capt. A. P. Atwill, C.B.E., R.N., opened the proceedings with Grace and the toast to Her Majesty. Later in the programme under the direction of Shipmate "Tug" Wilson, toastmaster, the Chairman, Vice-chairman and guest, R.S.M. Gerald Carter, addressed the gathering. During the dinner a telegram of greetings was read from Her Majesty in reply to loyal greetings sent from the branch.

The first lady Vice-president was created during the evening, the honour falling to Mrs. J. Graham, spouse of the loyal Vice-president, Shipmate Chairman Jack (Rattler) Morgan added his tribute to the work of the ladies' committee during the past year, and asked Mrs. Graham to accept the honour. Mrs. Graham suitably and briefly replied.

The speeches and all official formalities completed a more relaxed atmosphere followed and the evening passed with dancing and happy reunions. Near midnight, the stillness of the clear night air was erupted with the rendering of the "Guzz" Port Division Anthem, "Half a pound of lard and flour," by Shipmate Brennan whose vocal powers must certainly rank equal with R.S.M. Brittain.

F. V. WILSON.

CRISIS YEAR FOR FAREHAM

NOT so very long ago the Fareham branch of the Royal Naval Association was one of the town's active and well-supported organisations, but apathy and a "could not care less" attitude has put the branch in a precarious position.

There are hundreds of serving and ex-serving members of the Royal Navy in Fareham, but when only seven members turned up to the annual meeting in January it was decided to postpone the meeting for a month.

At the postponed meeting only 14 members attended and it was decided to carry on for another year and, during that time, every effort will be made to attract new members and, just as important, try to contact those that used to be members and try to find out why their support was not now forthcoming. It would be a great pity if the branch had to close down.

Continuing in office are Surgeon Capt. F. H. Vey (president), W. A. H. Wye (chairman), W. Megall (vice-chairman), H. A. Wassell (secretary) and F. W. Gomes (treasurer).

DORKING HAS SAME 'CREW'

THE Annual General Meeting of the Dorking Branch of the Royal Naval Association produced no surprises—more or less the same "crew" running affairs.

The year started with a very successful dance and on February 6 the branch gave its annual children's party. Needless to say everyone, young and old, thoroughly enjoyed themselves. The social committee are to be congratulated on a first-class show.

The Dorking members have a full programme for the coming months and are hoping to be able to provide something for the World Refugees in due course.

Members of other branches and men still serving are assured of a warm welcome should they visit the branch.

GOSPORT'S CHAPLAIN DIES

THE Gosport branch of the Royal Naval Association regret the loss of the branch chaplain, the Reverend D. A. Vanstone who died at the beginning of February. The president of the branch, Vice-Admiral Sir William Agnew, the chairman, Shipmate T. Bates and other members represented the branch at the funeral at Rowner Parish Church on February 9.

As the year gets into its stride so do the social activities of the branch. On February 13 a St. Valentine's dance was held. Although it was a wild and miserable night, over 100 attended and the affair was most successful.

There will be another "session" on April 16 with special emphasis on the "Easter Bonnet." Prizes will be given for the best "titter." There is to be a jumble sale in April—date to be announced late—which Mrs. Bates is busy organising.

At this time of the year when headquarters finance is very much in mind the members realise just how effective the feminine side of the organisation is. Gosport's is not a large party but the amount of work the ladies get through is amazing.

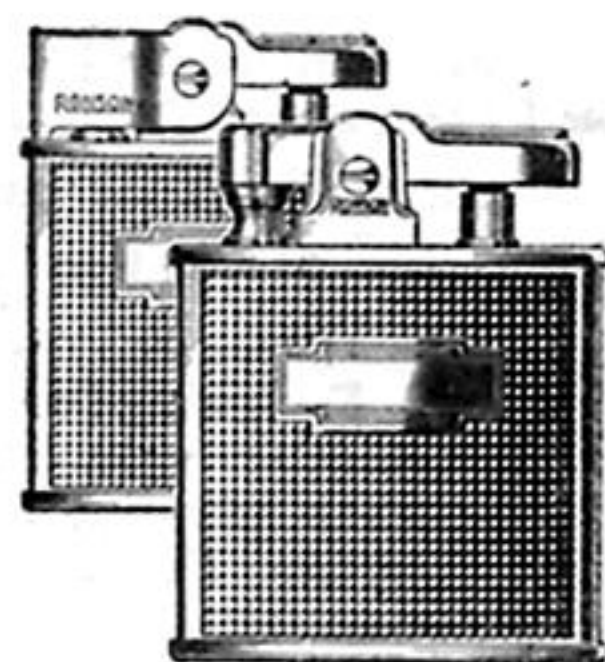
In recent weeks the office of Welfare Officer has been revived and the present one is Shipmate Southern.

Although it is early yet plans to welcome visiting branches to the Gosport area are being made. It is hoped to make the summer outings of branches run more smoothly by acting as a liaison centre wherever possible.

The Editor thanks readers who have written to him concerning the pendant numbers of HMS Zulu (letter from W. S'k in February issue).

It appears that the ship was originally "L. 18" and this was later changed to "G. 18."

Something to write home about!



The inexpensive Ronson Cadet—with or without a windshield

Wherever you go you'll be proud to own a Ronson. Each lighter is precision-engineered and handsomely finished. Choose your Ronson from the wide range at the NAAFI.

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World's greatest lighters and shavers





H. Johnson, Cdr. H. F. Robertson-Aikman (vice-president), E. S. Standen, E. Lancefield, O. Lewin, G. A. Philpo (chairman), J. Hendry, E. C. Connel, Eric Barker, S. E. Lancefield (secretary), L. G. Murray (vice-president). Sitting: Mrs. Standen, Mrs. Murray, Mrs. Johnson, Pearl Hackney and Mrs. Bear

PRESENTATION AT HALLING

ONE Halling branch of the Royal Naval Association may be only a small one but its members are "out and about" according to the latest report received concerning its activities.

The report mentioned a trip to Clacton last August—a trip which had been talked of for years but which actually materialised last year.

The branch attended the Lydd and Dungeness Dedication ceremony. Twelve from this small branch were present.

The annual dinner of the branch was held on November 14 at the branch headquarters—the Five Bells at Halling. The landlord, Shipmate Friar, is vice-president of the branch and as he was retiring from business the branch took the opportunity to present him with a pipe rack.

This presentation had a sequel, for some Chatham shipmates were present when the oldest member of the Halling branch, Shipmate Saunders, handed Shipmate Friar the rack and the Chatham shipmates decided to complete the presentation by adding a pipe.

This presentation was made on behalf of the Chatham members by the Area chairman, Shipmate Gower at Halling's annual general meeting on January 8.

Surprises the order of the evening FULL HOUSE AT ASHFORD

THE Twelfth Birthday Dinner and Social of the Ashford (Kent) branch of the Royal Naval Association was held on February 6 and surprises were the order of the evening.

Shipmate "Don" Murray acted as quartermaster and the branch vice-president, Cdr. H. F. Robertson Aikman, R.N., and notable guests were piped aboard. Unfortunately the president, Captain Donald Macintyre, D.S.O., D.S.C., R.N., was unable to be present owing to illness. His deputy, the vice-president, after an excellent dinner proposed the Loyal Toast and read two telegrams. One was from Her Majesty The Queen and the other was from Admiral Sir Alan and Lady Poland, the past-president and his wife, now living in Cornwall.

Saying that the branch was one of the most go-ahead in the Area, Colonel J. E. Bell proposed the toast

of the Royal Naval Association and of the Ashford branch. Shipmate Murray thanked everyone concerned for the excellent work they had done and Shipmate "Tom" Asprey, the No. 2 Area secretary, also spoke.

The Ashford branch thank the members from Maidstone, Folkestone, Faversham, Dover, Whitstable and New Romney branches for their attendance and also thank those representatives of the Ashford branches of the Old Contemptibles, the Royal Artillery and Royal Engineers Associations who were present.

The Herne Bay Concert Party put on a show which will be long remembered by all. The final surprise, arranged by Shipmate Murray, was the appearance of Eric Barker and his wife, Pearl Hackney, of radio and television fame. Pearl Hackney drew the tickets for the competition and handed prizes to the winners.

"Sunset" was sounded at 2345 and the White Ensign being lowered by Shipmate Standen, "boats" were lowered and all pulled away tired but very happy.

TAKING STOCK

Pembroke House residents do not run

WITH the advent of 1960, the Management Committee of Pembroke House "took stock" of the old year, and agreed that 1959 was another successful year in the Royal Naval Benevolent Trust's experimental outlet for implementing the Royal Charter.

Although over six years have passed since the first resident arrived at the Royal Navy's one and only home for aged ex-Naval men at Gillingham in Kent, such are the complexities of running the home, that the day-to-day variations show that this experiment is not yet complete. Basically, however, the pattern is fully blue-printed for an expansion of the idea, and when the advocates of *laissez-faire* realise that the Welfare State is not the panacea of expectancy and will not resolve the problem of welfare of the aged, then we can hope to see Pembroke House II on the stocks.

The co-operation of the Royal Navy Hospital authorities in accommodating those in need of hospitali-

sation eased one problem that Pembroke House was earlier faced with, but now with the future of the Nore Command already determined, and that of the Royal Navy Hospital one of speculation, the Management Committee feel that an early approach to the Surgeon Captain should be made for any advice which may be useful to them in their future deliberations.

Appreciations are again extended to the Variety Club of Great Britain for yet another visit to Pembroke House of January 18 to entertain the residents, and to the Royal Naval Barracks, who again acted as hosts at a variety concert on January 27.

RESIDENTS DO NOT RUN

It is said that old age has its compensations; no doubt true if one is a resident of Pembroke House, for, even with the vigilance of matron, staff and committee, the local police keep a fatherly eye on any residents when ashore. This was borne out recently when matron received a phone call one evening from the police informing her that an elderly man, in the nude, had been reported in the vicinity of Pembroke House. Hastily dispatching two members of the staff to make an outdoor search, matron checked on the residents. By the time they had returned matron had accounted for all the residents, and, reporting back to the police that everything was in order at the home, was informed, again, that an elderly man, in the nude, had been seen "running" along a road in the vicinity of Pembroke House. "Running!" had echoed matron, "had you given me this information at first I could have told you that this man had no connection with Pembroke House."

The home is again up to full complement, the latest recruit being Mr. W. C. Usherwood, ex-C.P.O. who joined on January 1 and has settled down satisfactorily. Keeping the home fully complemented presents very little problem indeed, in fact, the only problem existing is the ever present waiting list for which at the moment there is no solution. With the bright weather just around the corner, however, there may also be bright ideas for an easement of this position.

W. W.

SEVENOAKS

THE secretary of the Sevenoaks branch of the Royal Naval Association reports that the branch, which was inaugurated on November 11, 1958, is now over 40 strong and making steady progress.

Admiral Sir Henry Moore, High Sheriff of Kent, officially opened the headquarters which are at the Bat and Ball Hotel, Sevenoaks, on a most appropriate day, viz., Trafalgar Day, 1959, when he was piped "on board" in true seamanship style and the "main brace" was spliced.

The branch now has a cricket team which last season played Chatham and other branches, and this year is looking forward to a successful season, but more players are required. Since inauguration visits have been made to Chatham, Lewisham, Cheam and Worcester Park, Tonbridge, etc., and on its home ground the branch has had many social evenings.

The secretary says that any serving or ex-serving member of the Royal Navy living in or near Sevenoaks is more than welcome at any time. Meetings take place every Tuesday.

NEWS OF OTHER NAVIES

Training of Soviet naval officer cadets being modified FIFTEEN HOURS A DAY

A DRASTIC overhaul of the education system for Soviet naval officer cadets is being implemented to bring their training more in touch with the life of ordinary Russian citizens.

To be a naval officer in Russia has, in the past, been a mark of social distinction and this "class consciousness" was fostered by the training system itself which dwelt largely on advanced political theories and the creation of intellectual and physical "supermen." Good athletes, for ex-

ample, received important privileges and study often had to give place to athletic training. But, in spite of the social advantages offered to cadets, working standards were high and hours long—usually 15 hours a day.

These standards will be maintained but in addition cadets will work in and be kept in touch with industry and agriculture. Leisure time will be more supervised and will largely be taken up with study of ship models, "mock ups" of different weapons and the showing of visual aids such as film strips.

Ties with the Fleet will also be strengthened and during 1959 cadets went to sea in the cruiser Sverdlov for training. Younger classes spent the summer in camp in Korea, in the far north, learning to swim, sail, and do elementary seamanship and signalling.

The old cruiser Aurora, which is moored as a permanent memorial to the October Revolution of 1917 at Leningrad, is also used for training senior cadets in battle routine.

It is hoped by the Party chiefs that this modified training will produce not only good officers but also good Soviet citizens. Nearly all the cadets have affiliations with the Communist Party by the time they finish their training.

Quite apart from the rise in social status which membership of the Party brings, it also helps with promotion prospects.

In some naval schools the cadets may be either entered direct from civilian life or they may be sailors already serving in the Navy. There are two terms during the year and examinations are held frequently. If a

cadet fails more than three exams in one term he has to complete four years as an ordinary seaman. To gain a commission he must also pass eight State examinations.

VENEZUELA

South American navies have been in the news on several occasions in the past few weeks and the report of an unidentified submarine being located in Argentine waters has focused attention on the urgent need for modern anti-submarine vessels in the continent.

One South American power at least is taking steps to build up an anti-submarine force. Recently the Venezuelan destroyers Nueva Esparta and Zulia completed their trials after being under refit at the Palmers, Hebburn yard of Vickers-Armstrong. The refit anti-submarine equipment in these vessels. Although only completed four or five years ago they lacked any ahead-firing anti-submarine weapons. During their refit they have been fitted with squid mortars. A third ship of the class, the Aragua, is to be taken in hand for similar work shortly. Venezuela also has a number of light destroyer type ships built in Italy during the last four years.

ITALY

A small hunter-killer submarine, the Marconi, has recently been cancelled and her name has been given to a nuclear-powered submarine which may shortly be laid down. This is the first official news of an Italian nuclear submarine.

UNITED STATES

News of the scrapping of the veteran cruiser Augusta will revive many memories among those who served in the Prince of Wales during her first commission. The meeting of these two ships in the early days of the war and the vital conference between their two important passengers, Mr. Winston Churchill and President Roosevelt, resulted in the Atlantic Charter.

Vernon cadets win boxing trophy ENTHUSIASTIC YOUNGSTERS

AFTER the preliminary bouts of the Portsmouth Command Inter-Establishment Cadet Boxing Championships, H.M.S. Vernon found themselves firm favourites, with seven finalists.

This success can be attributed to the keenness of the instructional staff, C.P.O. Brookes, four P.O.s, and one A.B. and the team's own enthusiasm, well directed by P.O. D. A. Bartlett who trained them. The cadets comfortably won the team trophy on the final night, with 23 points, reversing last year's result when they were runners up to H.M.S. Dryad.

The tournament was a personal triumph for captain of the Vernon team, P.O. Cadet Raymond Stevens. He won his bout against plucky Ronald White from Victory and was the proud receiver of the trophy at the end of the evening. White took a terrific hammering in the first two rounds from the taller, stronger Stevens, but still came back for more in the third. With only a few seconds of the round to go, however, White was unable to defend himself and the referee stopped the bout.

It was a night of disappointment for Raymond Barber. He was a firm favourite to win his bout, but failed. He had three less teeth to be knocked out after a visit to the dentist that afternoon and this clearly affected his performance. Cadet Collinson, was unable to take part in the finals.

Bourner (one of triplets in the Vernon force) replaced Collinson and gave a plucky performance in the semi-final, but was beaten.

Logan after a 12-day introduction to official fisticuffs also won his bout

—a remarkable performance.

The best boxer on view was undoubtedly 13-year-old Stuart Oliver. From the first bell, Oliver had to stand up to a wild but strong barrage of punches. He took them all on his gloves, arms and shoulders and in the second round started to score with well-chosen hooks to the head. In the third he piled on the pressure and put his opponent (Cadet Doe from H.M.S. Dryad) on the canvas with a perfectly timed hook to the temple.

There are over 20 boys waiting to join the Vernon Cadets. This is not surprising, looking at the wide range of their activities.

Training has already started for the Field Gun Tournament held during the summer.

Preparations are almost complete for

the combined Vernon and Victory Easter Camp to be held this year at the Army Camp at Chickeraill near Weymouth.



Back: P.O. D. A. Bartlett; Cadets Croucher, Oliver, Stevens, Harfield, Fletcher; A.B. M. Hallam. Front: Sauge, Bourner, Barber, Collinson, Logan

BY RUDYARD OTTER

A BEAUTIFUL PUNCH

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AN OUTSTANDING TEAM



Royal Naval Barracks, Chatham, Rugby 1st XV. Their record to date: played 18, won 15, lost 3, and they have scored over 300 points. Between 10 and 12 of this side play in the United Services (Chatham) 1st XV each week, whose outstanding performances since Christmas have been holding London Irish to 6-3 and drawing with the Cambridge University LX Club, 3-3

'Tip-to-top' in 8 $\frac{3}{4}$ hours without touching the ground

LEOPARD LANDS FROGMAN ON TABLE MOUNTAIN

A PARTY from H.M.S. Leopard (Cdr. R. G. Gaunt, D.S.C., R.N.), serving on the South Atlantic and South America Station, recently performed the unusual feat of carrying a frogman from the Cape of Good Hope to the summit of Table Mountain, a direct distance of over 26 miles.

The project stemmed from an invitation by the Mayor of Cape Town (Mrs. Joyce Newton-Thompson) to Cdr. Gaunt to enter a team in the "Tip-to-Top" competition sponsored by the Cape Argus for the most ingenious and the fastest modes of travel from the Old Lighthouse at

Cape Point to Maclear's Beacon at the top of Table Mountain, a height of 3,550 ft.

A team of four officers and 21 ratings, led by Lieut. I. B. Lennox, R.N., 29, of Winchester, accordingly went into training and on Wednesday, January 27, the attempt was made.

At 9 a.m., to the shrilling of a boatswain's call, the frogman, Ord. Sea Michael Fennell, 18, of Leamington Spa, stepped four paces from the lighthouse at "the Tip" and was promptly strapped into a stretcher, whose bearers plunged down a precipitous slope at high speed. Emerging at the foot from the undergrowth, they released Fennell, who plunged in his frogman's kit into the choppy sea and swam under water to a waiting boat.

The boat sped Fennell 18 miles to Kalk Bay where he swam ashore and landed among the startled crowds in the fishmarket. He was carried in an armchair to a waiting jeep, which drove him to Constantia Neck, a shoulder of Table Mountain overlooking the famed Constantia vineyards.

Here Fennell transferred to a waiting Austin Seven, at whose wheel sat Sub-Lieut. R. C. Francis-Jones, R.N., 22, of Nairobi, Kenya, whose father was the first man to drive a car up Table Mountain, on November 23, 1929.

DRAG ROPES USED

The competition rules forbade the use of powered vehicles on the next stretch of the ascent, so H.M.S. Leopard's team had the engine removed from the Austin Seven and towed the car with drag ropes in traditional Naval manner up the track to its end by the reservoir.

Only those who were present could appreciate the rigours of the six-mile haul up the narrow, winding track, often with a sheer drop on one side and with bends so sharp that the car had to be man-handled around them.

Ord. Sea Fennell, though sitting quietly in the car, was in little better case than those towing him, for the heat inside his airtight suit was stifling and his only relief was when, during the brief halts, one of his mates gave him a cooling jet of oxygen.

At last the reservoir was reached and Fennell transferred to a mountain stretcher in which his faithful comrades lugged him up the steep path to the top of the mountain.

PRIZE-MONEY

Arrived at the foot of Maclear's Beacon, sheerlegs which had been dragged all the way from Constantia Neck were swiftly rigged and Fennell was swung to the top of the Beacon by jackstay. He stood there—the first frogman ever to do so—just eight hours and 47 minutes after leaving the "Tip," without having set foot to ground in the meantime, and ended as he began with the shrilling of a boatswain's call whilst his tired bearers snapped to attention and saluted.

H.M.S. Leopard's effort aroused widespread interest and admiration in South Africa, and the prize money was increased from £1,000 to £1,100—£300 being set aside as a special prize to be shared between the teams from H.M.S. Leopard and the Cape Field Artillery.

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n to 'Launch'

The dock was laid down in January year and will be used in the fit-out of H.M.S. Dreadnought, the British nuclear submarine, which is being built at Barrow-in-Furness. Admiralty Floating Dock 59" is to accommodate destroyers

H.M.S. Lynx recommissioned on February 16. (See story on page 9)

H.M.S. DAMPIER RECOMMISSIONED

H.M. Survey Ship Dampier (Cdr. H. D. W. Haslam, R.N.), recommissioned by air in Singapore on January

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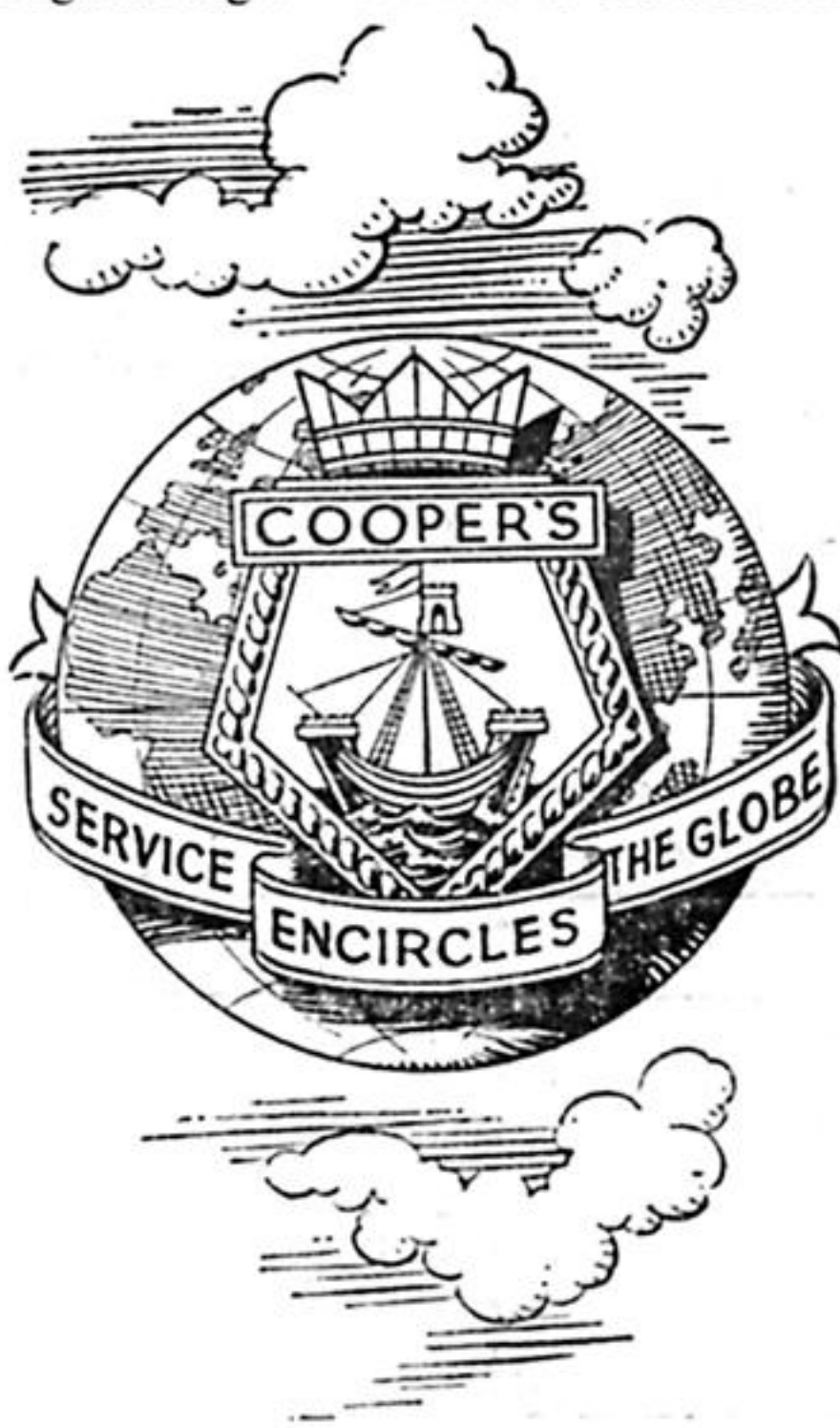
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HOME AIR COMMAND SPORTS

Fast and furious battles in squash rackets tournament

LEE PROVIDES WINNER

THE Home Air Command Squash Rackets Championships attracted entries only from Lee-on-Solent, Yeovilton and Culdrose, the majority being from Lee. The distance required to travel for the championships invariably discourages some would-be competitors and a more practical form of tournament is envisaged for next year.

In the first round, a fast and furious battle resulted in a 3-0 win for Lieut.-Cdr. Bloomer against Father Sheehy; Lieut. Raymond was the only player to concede a game, winning 3-1 against Surg.-Lieut. Lumley. The second round produced some closer struggles, although Surg.-Capt. Curjel was well on form to beat Lieut.-Cdr. Casdagli, 3-0. P.O. Bainbridge, with superior fitness, outran Lieut.-Cdr. Bloomer, to win 3-0. Lieut. Scadding and Lieut. Churchill both had 3-0 wins against Lieut. Jones and Lieut. Raymond respectively.

The four semi-finalists, Lieut. Walker (Lee-on-Solent), Lieut. Maguire (Yeovilton), Lieut. Churchill (Lee-on-Solent), Lieut. Sanderson (Yeovilton), who had all been seeded, also gained 3-0 wins: some of the longest rallies were seen in the tussle between

plexities of modern warships require more men to man and maintain them and cost so much more money. Electronic equipment for Illustrous cost £13,500 in 1939, whereas the more complex, and efficient, equipment required in Hermes, which was commissioned at the end of last year, cost over £1,000,000. The cost of a "T" class submarine in 1939 was £400,000—today's Porpoise class costs £2,200,000.

While it is agreed that the cost of a modern ship is enormous it is felt that the Royal Navy does not possess enough ships and, somehow or another, sooner or later, we must find the requisite sums to build more.

"WITH A THANKFUL REMEMBRANCE OF THY BRAWDY IN THE LEAD BY 15-7"

Arbroath never gave up trying and although some good baskets were scored Brawdy gradually crept ahead and finished up the worthy winners by 31 points to 15.

Capt. S. Carver, Royal Navy, N.A.S. Brawdy, presented the "Ariel Trophy" to the winning team.

game of the day, produced another creditable performance, despite losing 3-0 to Lieut. Maguire.

The first semi-final resulted in a 3-0 win for Walker, as Maguire did not find his touch until too late. Churchill also was not allowed to get going by the speedy Sanderson, who won 3-0. After a rather tentative start, the final provided some enjoyable squash. Walker endeavoured to keep Sanderson on the move with alternate deep and short shots and eventually even Sanderson's speed was reduced, resulting in three close games and a 3-0 win for Walker, who was playing in his fourth consecutive H.A.C. Championships.

Surg.-Capt. Curjel, the chairman of the H.A.C. S.R.A. presented the Merganser Trophy and individual prizes to the winner and runner-up. Curjel, who is empowered to call on the services of some of the most able scientists of the day as consultants in terms of Admiralty personnel, it was little more than a handful of scientists and engineers; nevertheless it paved the way for the Royal Scientific Service of the future.

Many useful contributions were made, particularly in the under warfare field; nor were they ceptive to unusual lines of the they even examined the possibility of training sea-lions to chase submarines and tested a theoretical seagulls could be made to flock their periscopes.

SCIENTISTS' CONTRIBUTION

If the scientists' contribution to the First World War was useful, Second it was essential. This was the period of radar, of the Asdic, of the magnetic mine and the radio-controlled bomb.

UNITED SERVICES BEAT SARACENS

The United Services (Portsmouth) rugby team, after a splendid hard-fought game, beat the Saracens at Portsmouth by ten points (two goals) to three (try) on February 6.

HOCKEY—NAVY CUP FINAL

THE final stages of the Navy Cup Hockey Knock-out Competition have now been reached with R.N.A.S. Arbroath and 42 Cdo. R.M. to meet each other in the final on March 16. Arbroath were successful in their semi-final by beating H.M.S. Dryad by 4 goals to 2, and H.M.S. Ariel II were defeated by the Royal Marine Commando by the same score 4-2.

Improvement in R.N.B. Portsmouth Football

THERE has been an improvement in R.N. Barracks, Portsmouth's association football position this term when compared with last term although the drafting authorities have done their best to hamper the barracks!

In the United Services League, Division I, ten matches have been played, six of which have been won and four lost. After a three-all draw the Barracks lost to the R.A.O.C. team, 2-1 in the Charity Cup. Vernon took the honours 6-5 in the Challenge Cup.

The Barracks has fought its way into the final of the Navy Cup.

The mainstays of the team have been Supt. Brown, M.E. Gowing, A.B. Crick, P.O. Barrie, A.B. Straker, and L./Sea. Hever who have all played continuously throughout the season. P.O. Coates (now training the Field Gun Crew) has also played when he has not been representing the Royal Navy or the Command.

Whale Island's successful season

THE winter sports season for the W.R.N.S. at H.M.S. Excellent has been a most successful one. They won the inter-unit hockey, beating H.M.S. Mercury 4-2, drew with H.M.S. Collingwood in the badminton competition and were runners-up to H.M.S. Mercury in the netball. A very creditable record for one of the smallest units in the Command, due in no small part to the prowess and drive of P.O. Wren Gann, who has also played hockey, badminton, netball and squash for the Portsmouth Command.

An innovation at Whale Island this winter was .22 pistol shooting. This sport, which is spreading rapidly among civilian clubs, proved most popular and a very fair standard was reached, even by those with no previous experience. A Command inter-establishment league was started, for which 12 teams entered and the Island itself produced three teams for the N.S.R.A. postal league and one for the Hampshire League.

The Rifle Club itself continued to raise its quota of .22 postal teams, four in the Hampshire League, two in the Portsmouth and District League and two in the inter-establishment league. The full-bore Saturday league continued throughout the winter in readiness for the summer season.

INDIVIDUAL SUCCESSES

In other sports the Island shone more through individuals, contributing Lieut. R. D. Sinclair to the Navy rugger, with Surg. Lieut. Brough, Inst. Lieut. Cdr. Lewis and Lieut. Cdr. Fiddian-Green playing regularly for the U.S. first XV. O.A. Lyons had a successful year with Waterlooville and A.B. Silsey, the Navy feather-weight champion and now on draft to H.M.S. Cavendish, boxed for the Royal Navy throughout the winter. As regards Wrens, Ldg. Wren Martin and Wren Dallimer played netball for the Command and Wren Killington in her first .22 rifle shooting season was selected for the W.R.N.S. Service team.



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